

MAY 1952

4th TEAMSTERS' TRUCK CHECK

MAY 11-16



FULL DETAILS
in this issue

FIFTY YEARS AGO THIS MONTH

(From *Teamsters' Magazine*, May, 1902)

"Proceedings of the General Executive Board—The question of paying strike benefits for a period exceeding four weeks came up for consideration, and as there were eight strikes on at the present time, the Board decided that it would not be practical to pay benefits for more than four successive weeks to the locals now out on strike, and the General Secretary-Treasurer was instructed to notify locals that were contemplating going out on strike in the near future, of the situation, and request them to refrain from going out until some of the strikes now on have been settled, so that financial assistance could be given to all those which might require the same."

"Covington Ky.—Late reports from District Organizer Richardson state that 15 members of Local Union No. 291 are still out, but they are putting up a stiff fight and their chances for winning are brightening each day. This local has been much encouraged by the splendid financial assistance received from the International Union. Several of the boys have found other employment and at this writing but nine are idle."

"Lockout at Saginaw, Mich.—The Coal and Ice Wagon Drivers' Local Union No. 163 were preparing a contract to submit to their employers to take effect May 1, when without notice, three of the largest companies in the city called their drivers into the office and paid them off and told them their services were no longer needed. The local wired headquarters, stating the situation and State Organizer W. A. Cootes was instructed to go to Saginaw at once and assist the union. Arriving at the seat of trouble Organizer Cootes immediately sought an interview with the employers with the result that the contract was signed which calls for shorter hours, more pay and recognition of the organization. Every man was reinstated and are now enjoying the fruits of their labor."

"Quincy, Ill.—During the strike of Local Union No. 39, at Quincy, Ill., so many friends of organized labor came to the assistance of the boys that were it all told here it would take one-half our little Journal to tell of the many good deeds done for them. But there is one person who deserves especial mention, in that he sacrificed his own interests to the extent of many dollars in their behalf. Mr. N. G. Lattin, proprietor of the St. James Hotel, is to whom we refer. 'Imports' who were induced to take the strikers' places were refused board at his hotel. Ice, coal and provisions were refused unless delivered by union drivers. Employers, who called upon him for an explanation, were told to settle with their employees and



then he would consider matters with them; and in many ways too numerous to mention he lent a helping hand. Such men as Mr. Lattin will never be forgotten by the laboring class of Quincy, nor the readers of this Journal."

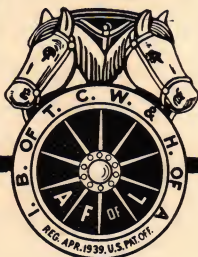
"Tacoma, Wash.—I take great pleasure in writing a few lines for the Journal to let its readers know of our splendid victory just gained. When we went out, we only had 52 members, but every one of them stood shoulder to shoulder in the fray. We had a hard proposition to go against as the employers had formed an association and refused to treat with us at all. We took away their trade and placed them in such hard lines that they finally, not only came to us, but signed our contract as well. We got almost everything we asked for. Much credit is due Brother Blackman, president of the State Federation, for the splendid assistance he rendered us. Since the strike we have doubled our membership and I do not think there will be a driver in this city but what will join our union in the very near future, as all see the benefits of organization now."

"Washington, D. C.—No. 33 has just passed safely through what promised to be a trying period in its history. For several weeks prior to April 5, Bakers' and Confectioners' Union No. 118 were carrying on negotiations for an increase in wages from \$2.50 to \$2.75 per day of ten hours. This was flatly refused by the employers, several of whom endeavored to persuade or intimidate the drivers and prevent No. 33 from endorsing the bakers in a demand justified by the ever-increasing cost of living. But at a largely-attended meeting of our union, after a full discussion of the matter, a resolution was adopted pledging our members not to haul non-union products. When the passage of this resolution became known to the employers, coupled with the determination of the bakers whose request, after several unsuccessful conferences, had changed to a demand, they realized it would be suicidal to bring in non-union bakers, and by midnight of April 5, but an hour or two before the time for commencing work, nearly all had acceded to

their demands, resulting in a complete victory for the Bakers' Union, which has officially thanked the drivers for their stand in the matter, although some were told that their wages would be reduced if the bakers gained this increase. Having granted the bakers' demand, however, the employers' association, with a haste and shrewdness that seems to be born of malice and resentment, calculated to appeal to the misconceptions and prejudices of many who do not understand the worthy objects of organized labor, and are ignorant of the reforms it has brought about, issued a circular saying that they were compelled to cease exchanging fresh bread for that which is left over. While this circular did not give increased wages as the reason they managed to have it appear in the public press as their reason, apparently hoping to bring down an avalanche of public condemnation on the working people. In a few instances they have failed miserably. Now, for the facts! The large bakery proprietors have for a year or two been inclined to cease this practice (which had grown to be a privilege much abused by some and used with moderation and appreciation by other grocers). This was made a source of still greater loss by the senseless competition and jealousy which the proprietors exhibited toward each other; so anxious were they to place their 'hot bread' or 'evening bread' on the market ahead of other firms that they forgot their own interests and rushed it out even before their morning drivers were finished delivering their morning load, with the result that the sale of 'morning' bread was immediately stopped, the public demanding the 'hot' or 'evening' product with an alacrity which would seem to indicate in overwhelming desire for indigestion and dyspepsia, and leaving the morning bread to be returned by the grocer on the following morning. But the proprietors were too suspicious to trust each other in an agreement until, as above stated, this unworthy idea of creating a false impression apparently occurred to them, when they quickly overcame their mistrust of each other by naming a heavy forfeit for violation of the agreement."



The International Teamster



DANIEL J. TOBIN • Editor

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No. 5

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The Truck Check

In this issue of THE INTERNATIONAL TEAMSTER are details and instructions on procedures to follow in the 1952 Teamsters' Truck Check. This checking campaign was blueprinted in the National Over-the-Road Conference in Chicago during the latter part of March. It should be pointed out in the most emphatic fashion possible that this checking campaign is of top priority importance to the International Brotherhood of Teamsters.

One of the surest ways to keep the membership growing is to strengthen all the national trade divisions and the best way to do that is to see that we have strong trucking membership. Full and aggressive participation in the Truck Check is one way all trade divisions can strengthen themselves and the Teamsters' Union. Everyone should cooperate. Everyone should help make it a great success.

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Timely Remarks

by DANIEL J. TOBIN

The Political Picture

I am not surprised at that decision of President Truman not to be a candidate for another term. As a matter of fact, nobody knows better than Harry Truman that he would not have a chance of being elected. He would, therefore, lose the honors that he holds.

All my life I have been a Democrat, and I personally would vote for him, but I don't know that I would go out of my way to ask my large membership, or the workers of the nation—who have some confidence in me—to take off their coats and go out and work for him just because he was the Democratic nominee.

It is true that I would prefer him to Taft, from whom, of course, we could expect nothing. Old Bill Taft, father of the Senator and President for a short time, was the best natured, most humble man I ever talked to in public life. But as far as doing anything for labor, he firmly believed that he was committing a crime if he advocated any legislation, or was in any way helpful toward organization of the workers or the labor movement and its membership.

Good-natured old Bill was true to his faith. He did not believe in labor unions, and he said so more than once, although he sometimes followed up that statement with a hearty laugh. In his early days he was called "Injunction Bill," because when he was a judge in Cincinnati, long before he was thought of as President of the United States, any employer who asked for an injunction got it from Judge Taft, no matter how ridiculous or how unfair it was against laboring men fighting for a half decent wage. Therefore, we christened him "Injunction Bill."

Now the Senator, the son of old "Injunction Bill," is true to his faith and to his blood. A highly educated man and a gentleman in everything else, he honestly believes in the policy that he pursues against labor. He knows down in his heart that the Taft-Hartley Act has its weaknesses, but the employer associations of the nation, the bankers and slick lawyers must be considered because they are somewhat responsible for keeping his name before the public. But they will also be responsible for defeating him if he ever runs for any position outside the State of Ohio. The Taft-Hartley law will live against him. By the way, what's become of Hartley. I'll tell you—he wouldn't run in New Jersey. Now he is forgotten. Will that be the answer to Taft? It could be, you know!

I know the Senator fairly well, and I am satisfied that if he gives you his word he would keep it, but that word or promise wouldn't go very far for labor. He will follow the same line of good, long-forgotten Bill, his father.

On the other hand, if some of my leading friends in the Democratic Party—with few exceptions—from the top brackets down, give you their word to be helpful, they will crawl into their private rooms after 5:30 and laugh and tell their associates how they bluffed labor today and how, with their clever political persuasion, they made labor believe that they were the friends of labor.

The worst runaround labor has had in all my time—and I was somewhat active in 1904 and in 1908 for Bryan and in 1912, when we elected Woodrow Wilson—in all those years under many different kinds of Presidents; I repeat labor has never been given the runaround that it has been given in the last four or five years.

Of course, if Eisenhower gets the nomination from the Republican Party—which I believe he will—he may sweep the country. Whether he can be elected to a second term is another question. No military man has ever made a good President. Eisenhower is thoroughly honest and a great diplomat, but he knows nothing about running the machinery of government, or the machinery of business and labor in our country. He is a born soldier, trained at West Point. An officer in the military service gives orders to all below him and, right or wrong, his orders must be observed. This training is part of his human makeup. That kind of

training might not make a good President. There must be resiliency and understanding and patience, as well as honesty and intelligence in the makeup of the President of the United States.

So, if Eisenhower gets the nomination—which the Republicans don't dare refuse him if he wants it, and I believe he does want it—there will be little need of any machine-picked Democrat making an effort against him. As to a second term for Eisenhower, that may be a different thing.

While Mr. Truman said the other night over the air that he was not a candidate, I want to say that until the nomination is made by the Democratic Convention in Chicago in July, my mind is open on that statement. I know how the ship can be rigged and I feel that Truman, down in his heart, hates to retire to the sidelines. That is only a human feeling for a man who has been in power for so long. If the Republicans nominate Eisenhower, Truman will not be a candidate. But if the Republicans nominate Taft, or somebody like Taft, Truman is likely to be a candidate, because he believes that the masses of the workers of the nation, organized and unorganized, will make up their minds to vote against Taft, or somebody imitating Taft, who might receive the Republican nomination, outside of Eisenhower.

As I said in this Journal a couple of months ago, we need a change from the old, dyed-in-the-wool, professional trickster politicians in both parties. Let's hope and trust that we get such an individual to run the nation, because there was never a time in the history of our country when we needed clean, courageous, intelligent leadership in public life as we need it now. There are clean men in both parties, but these clean men seldom get the nomination, because the political racketeers who run the conventions know that if such men were elected, they could not continue robbing and stealing from the nation in taxes and other concessions granted them by those appointed to important offices through the power of the President. The politicians in both parties like to be able to say to the President, "We elected you, not the people."

The Evil of Jealousy

I have repeatedly said that one of the most serious weaknesses in the labor movement of

today is the awful disease of JEALOUSY. I have known men who worked themselves up from the bottom, but when they got some power and authority given to them by the membership they completely changed and became arrogant, "bossy", impossible to reason with, filled with dangerous ideas that they were indispensable. The murderous monster of self-importance had claimed them.

This, of course, is true in every branch of life, even within some churches. Political leadership in both parties has been destroyed and disbanded, split up, reorganized, destroyed and disbanded a second time because of jealousy within the political parties, but we are not so much interested in the political parties or in other branches of our American life as we are in the leadership of the labor movement. I have had men whom I have appointed who were A-No. 1, and shortly thereafter, in three or four years, I had to remove them because of their impossible belief that they were the whole works. As soon as a labor man loses his common touch or believes he is indispensable then he is useless, not only to the people that he represents but to his international union.

Look over the history of your own country or of the world and you will find that nearly all of the great disturbances we have had were caused by jealousy!

Napoleon Bonaparte, Henry VIII, and other figures in history were motivated by jealousy.

It can be said that the C. I. O. movement was founded on jealousy by certain men who were made and promoted and advanced by the mother organization, the American Federation of Labor, but who, after they were made and promoted and established, got jealous of the men and the institution that made them and thereby, because of their drunken desire for power and publicity, divided the labor movement into two or three or four parts, to the injury of the masses of the working men and women who compose the labor organizations.

All of this is pitiful and as I have repeatedly said, those men responsible for the division in labor were endeavoring to destroy the work of the original leaders who made labor strong. Those men causing the division, when history is written, will be despised and hated, and generations yet to come will regard them as the greatest scoundrels in the family of workers of our country.

Today, with about 14 or 15 million men and women organized, we are separated into three or four unions, or camps. Why? Because of the jealousy of ambitious but clever so-called union leaders, who were blinded by their own self-importance and this comes down even to the smallest union in our country or in Canada.

I try to keep my name out of the papers, but there are others in our locals and throughout the country who are so burning up with their own self-importance that they want their name to appear in every publication possible. Union men must realize that we are elected and chosen and trusted by the workers, that we are the servants of the toilers and are not placed in office to boost our own personalities or our own worth. We are in that office under contract, by the will of our membership, subject to change at any time in accordance with the laws of the organization which has elected us to office.

I have known very humble, decent business agents whom I have selected as organizers and inside of three years they were so self-important, so full of their own belief of their indispensability or of their own strength that they believed the union depended on them and that they could not be replaced. I was compelled to remove them more than once, even though they had some ability. I always keep in mind this thought: "You did not make the Union of Teamsters; the Teamsters' Union made you what you are, whatever it amounts to."

That leads me up to the thought that the only trouble I have now throughout the organization—and that amounts to little because it will straighten itself out—is jealousy in local unions or between local unions emanating sometimes from the Joint Council or emanating within the membership of the local union by those who aspire to office, who desire to remove the present officers. All this is based on jealousy, ambition, hatred, which is the child of jealousy and which, of course, is one of the weaknesses of human nature.

Now this not only applies to unions; look at both of the great political parties. They are divided and they hate each other although they laugh and shake hands when they meet. The outfit that is supporting Eisenhower believes that Taft is a mistake and vice versa. In the Democratic Party it is the same thing. The Vice-President's

friends think that the Truman gang has tried to shelve him. The gang in New York, in the Democratic Party, believe that the Pendergast group from Missouri is running the ship. All or nearly all of those disagreements are based on jealousy. It is true that President Truman favored his old friends in every way he could, but it is also true that all Presidents favor their own old friends when they get into power. That is the reason I said in an article previously published that we need a crusader, a new man with experience, with courage, with determination to lead us out of the awful sinking mire of discontent and jealousy in this hour, in which the very civilization of the world is involved and we need now unity and harmony in the political affairs of our nation, because we are the only nation left of an outstanding character that must fight no matter what it costs, against the disease of communism. Unless the labor movement will get rid of the so-called tops who are burning up to see their names in the papers and unless the multitudes instruct them to come together before they are divided more than they are now, then labor has reached the beginning of the end and I am applying this to the Teamsters' Union, by whom I am paid. Read New York, Boston, St. Louis and elsewhere.

Cut out your petty jealousy, keep your names out of the papers. Not one of you is indispensable. Work in harmony and unity and don't try to be bigger than you are or else I can assure you, as I assure myself, you and I are not indispensable, because there will be other men in other days that will be found more capable than you and I, who will raise higher the banner that sometimes I think has been lowered in our hands. There is honor enough for all. Play the game of life fairly, and your place in life will be given you as you deserve it.

One of the Best

In my time, a lot of undesirables have come and gone in the Teamsters Union. I have lived through three secession movements and I have the consolation now, as I look back over the years, of knowing that perhaps the Teamster Union, with whatever help I could give, has brought into the picture of public life and into the labor movement some of the finest men that any labor union in the world ever developed or put forth to represent the workers.

I have one man in Chicago whom I think is the most admired and loved man in the labor movement, not only of Illinois but in the whole United States. I refer to William A. Lee, Secretary-Treasurer of Local Union No. 734, Bakery Drivers of Chicago.

Bill Lee is now and has been for several years the President of the Chicago Federation of Labor. The Chicago Federation of Labor, which is the same as the central bodies, represents and has in its affiliation over one million members. They cover Cook County, which embraces Chicago, and which has, according to statistics, more labor union members than any county in any state in our country.

For a number of years the Chicago Federation of Labor was practically useless. From the days of Skinny Madden down to about 10 or 15 years ago it was in a somewhat suspicious position. Some claimed that it sold out to political ward heelers or candidates for important offices, for a price. I never believed that, although I could not disprove this statement. I know that it was to some degree controlled for many years by men whom I did not regard as trustworthy. It also had, as some of its confidential, influential leaders, some of the most honorable men that I knew in labor, men like George Perkins of the Cigar Makers; Bill Neer of the Milk Drivers; John Fitzpatrick, a horse-shoer, and many others too numerous to mention but within that same honest crowd there were others. Why go on?

After the death of John Fitzpatrick and Ed Nockels they were in confusion. They did not know where to turn. The Teamsters Joint Council, being the largest union within the Federation, was asked to name a man to take over the Presidency. They did! They named Bill Lee.

Now, for a number of years, the Building Trades Organizations were not affiliated with the Chicago Federation of Labor. Of course this was wrong but, again, the old local jealousies and political antagonisms were dominant. Bill Lee served and helped to bring about a better feeling of understanding and confidence amongst the several unions because it is now recognized that one union on strike can effect a great many other unions. It is also now recognized that one union, fighting for justice and losing a strike, will weaken the prestige of all other unions. This goes for every section of our country. Through the efforts of Bill Lee and his

decent understanding of the agonies of labor the Building Trades in Chicago became affiliated with the Chicago central body.



William Lee

I addressed a meeting of that body about a year ago. I have been in many rough and tumble meetings; I have been in many meetings where there was strife and discontent. I have never attended a meeting of labor where a finer under-

standing of each individual delegate's rights and claims prevailed. A woman delegate would arise on the floor, coming from some organization which she represented, and there were many of them there, and she was listened to as attentively as if she was one of the most important personages within the home of labor. Bill Lee, a Teamster, has helped to bring about this condition.

In addition to this, let me say to our people that the only labor radio station, controlled exclusively by labor, national, international or local, is owned and controlled by the Chicago Federation of Labor. For years this station called WCFL (CFL stands for Chicago Federation of Labor) was bankrupt or on the verge of bankruptcy. At times the Milk Drivers of Chicago loaned them some money to pay their standing obligations. The station paid back, as far as I can find out, its indebtedness to the Milk Drivers. We never had a meeting of the Executive Council of the American Federation of Labor in the old days that Ed Nockels did not appear before us asking for help. The entire institution cost the Chicago Federation of Labor originally about 50 or 60 thousand dollars. Today that institution is worth from a million and a half to three millions and there are several feelers out by several large corporations engaged in radio to get control of that station. I hope and pray that they do not sell it. They have been offered much more than a million dollars for the station. The station

has increased its power somewhat but it should be increased more. The American Federation of Labor, which should have its own station but does not, should help the Chicago Federation of Labor and Station WCFL.

I know of nothing that is of greater help to labor in the middle western states and throughout the country than this well-conducted institution of labor, which comes under the supervision, direction and to some extent the management of our member, Bill Lee, who, as stated above, is President of the Chicago Federation of Labor.

Those of you who have not had the pleasure of meeting Bill Lee should get acquainted with him. You will meet him in Los Angeles. He is mild and gentle, penetrating, courageous, scrupulously honest and highly intelligent. He is one of the men in the labor movement that I take pride in being somewhat helpful to, as he has been to me over all the years. There are other men in the union who have done their share in their respective districts whom I may refer to (without consulting them) from time to time.

Bill Lee is not in the employment of the International Union. I wish I had a thousand Bill Lees, then I could face the coming years with confidence in our International Union and with faith and hope for its future.

A May Day Reckoning

On May 1 this year, the Teamsters Union stands in top position in membership, in finances, and in the confidence and respect of the people of our country.

This Teamsters Union is a militant organization. It could be nothing else in order to get where it is today. We had to fight for everything we have. I remember going on strike in 1902 against a certain packing house concern to get a dollar more a week in wages (we were willing to sign for a 12-hour day). We fought for our demand for seven weeks! Eventually we won out. I was getting \$11 a week driving a three-horse truck or wagon and I starved for three weeks without any strike benefits. The International was broke financially and pretty much broken in membership.

Today we have men doing that same kind of work, without horses, who are earning from \$75

to \$100 a week and working not more than 44 hours, and less in many districts.

I repeat, we had to fight for everything we have, and we are still going to fight for what we believe is just and fair and honest, having in mind that there are two sides to a question and fully understanding that you can't get wages unless employers make at least a reasonable return on their investments.

You know, by some divisions of the Government, we are classed as unskilled workers! Today, the driving of a truck across the roads of the country or through the congested streets in New York, Boston, San Francisco or Chicago, is the most skilled work, and needs the greatest amount of savvy. Flying an airplane is a technical profession, but more skill, in my judgment, is required to run a truck through the streets of Boston or Chicago or New York than to run a plane. Down on the ground a truck driver is in danger of losing his life any hour of the day or night and most of our cross country long distance driving is done at night. A truck driver has also to be somewhat of a mechanic so if he is stalled out on the mountains of Colorado he will be able to make temporary adjustments which will help to bring him to the nearest garage.

Driving through the streets of our congested cities, a truck driver or a driver of any kind of vehicle carrying our products or our freight, must make up his mind in a split second, not only what he is going to do but what the other fellows on each of the other three corners are going to do. We have had some of our people killed by people on the cross side, who drove deliberately through the red light facing them. Some people driving today are old, aged men, some of them half blind; some are nervous women in middle life or older; some are youngsters going to college. Against all of these drivers the professional truck driver, working for an hourly wage, must guard and protect his life. Our men are and have a right to be afraid of the other man's actions—aged and color blind people; youngsters out of school or in school, some with a cocktail made of vitriol! We are afraid of these drivers because our lives and the welfare of our families are involved. That's why I repeat that the truck driver of today, any one of the members of our Union, is a technical, skilled man, who has to protect himself every day from the myriad of other incompetents who drive! The casualties are

greater, much greater, in our employment than on the railroads.

In some states there is hardly any examination by the authorities for anybody but the professional driver. We have states down through the eastern country where you can almost be blind and be given a license to drive your own private car or small delivery truck. That's why the public is in so much danger. Employers and public, please try to understand this. Our men are the most helpful and most courteous on the road.

In some states, if you get a license at the age of 24 years, that license is renewed year after year until we find now people who are very old, who have lost their hearing somewhat, who have lost the use of their eyes and who have lost their sense of understanding and good judgment getting their licenses renewed each year without examination. That's why we are in danger, our people—not from ourselves but, I repeat, from the other, incompetent person who, through influence or because of lack of supervision over licenses to private owners obtains licenses to drive. The deaths last year in the United States were nearly 35,000 and over 200,000 were seriously injured or partly injured, many of them made cripples for life. What is the picture going to be five or ten years from now?

We have about 28 million vehicles moving from one end of the country to the other, all driven by human beings and many of them driven by incompetents, and some by persons bordering on senility and imbecility!

The marvel of it all is that we move millions of tons of freight per month, from one end of the country to the other and that we have so few accidents. Most of these are due to the other fellow!

The helpfulness rendered to our country and to our people in general by the Teamsters Union has not, up to now, been fully appreciated but the time will come when the minds of the prejudiced employers and governmental officials will be cleared and as time is the great healer I feel confident this Organization, the International Brotherhood of Teamsters, will grow and grow until, at last, the service we are rendering will be fully appreciated and our membership admired and more fully respected by the people as a whole.

On this first day of May, 1952, within our large membership we have to my knowledge not one man on strike. We have reached that point in life where

we believe strikes, if they can be humanly avoided, are an injury, not only to the employer and to the public but to the individual members of a union who are forced to go out on strike. But I make this statement: I hope that the workers will never give up their right to strike and further I hope they will not exercise that right to stop work unless as a last resort. Anyone can stop work. It takes real men to prevent stoppages.

On this first day of May I congratulate my local unions, my officers in the field and all those who are helping me to keep the wheels rolling. Especially do I congratulate our employers for the advancement they have made in understanding that it is their duty to sit down and reason with us in a give-and-take spirit; that it is their duty to keep the wheels rolling as much as it is ours. There is no money on tied up trucks in the parking lot.

My greatest achievement was in educating the employers to sit down with us and try and reason with us so as to keep the trucks rolling and the home fires burning.

There is yet work to be done. I am not afraid of all of us going forward. We know now there is little for anyone in labor wars or in any other kind of wars. It has taken years to get where we are. We will not go backward—either labor or honest business. The victories were worth the awful price we paid. So let us rejoice that we were blessed and given an opportunity to be a part in this great struggle of life and to somewhat even in a small way to bring a little more sunshine into the homes and the families of our large God-fearing membership.

No Place for Crooks

Occasionally during the past 40 years a rogue has crept in under cover, into our Organization. Just as soon as we have been able to ferret such an individual out we insist that he be gotten rid of. Our Constitution clearly states that no man who is a criminal or an under-world character or a racketeer can hold membership in a union. Sometimes this class of people threatens the local union officers and worm themselves in, not only to find a place where they can collect a salary but to hold up a certain kind of business for a shakedown.

This happens very, very rarely. As a matter of fact, I know of only one spot now where such a condition has been attempted and it is in its infancy

towards development. I say to these people "You can't enter here!" If the union insists on harboring such an individual then that local union is out and no local union of Teamsters can live permanently outside of this International Union.

We are also helped in many ways by the Federal Government when a sneak gets in under cover. They keep closely in touch, not only with the local labor movement on both sides, watching for communists, but watching for pussy-footing racketeers.

I say this and I challenge anyone to disprove it—there is no industry dealing with this International Union, from the large baking corporations down to the garage owner, where an employer has been shaken down or held up by racketeers for what they call "a piece of change." If we have any suspicion, and the work is in any way connected with interstate, we have means and methods of finding out the whole story through many agencies but especially through the agencies of the Government.

That's why I rejoice today, in the month of May, after being many, many years on this job, and having seen it grow from nothing to where it is now. I hold my hand up and say, "I pray that I live long enough to be satisfied that this history we have made in raising our people from a condition of slavery to where we are today, will continue under intelligent leadership, under God-fearing men, under real trade union Teamsters."

We are respected today by every department of government, federal and state, because we play the game square. That's the only way to "play" any game, including the game of life, so you shadowy undesirables, keep out, or else you may be under watch by Uncle Sam.

Tribute to McGranery

There was no one more pleased than I was when I read in the newspaper that Jim McGranery had been nominated Attorney General. To my mind it is one of the appointments that will make some friends for President Truman. He certainly needs them.

I have known Jim for a great many years. He comes from Philadelphia. The Teamsters and other trade unionists there were always fond of him and believed in him and helped to elect him to Congress in years past. I am kind of sorry that he left the Federal Bench because he understood the hearts and the minds of the working people. There are few men who go on the Federal Bench who don't change

suddenly, overnight. They become second personalities and many of them lose that human touch so necessary today. Some insinuate that a Federal Judge has to maintain his dignity. Well, that is not the answer. The cry of the Federal Judges is "We must follow the law to the letter" but there is no law that was ever written that can't be interpreted favorably many times in the interest of justice. All law has been founded on the Ten Commandments, but sometimes even the Ten Commandments are interpreted by many judges and by many great scholars and scientists differently from what they were interpreted to mean when handed to Moses on two tablets of stone.

For instance, the Fifth Commandment states "Thou Shalt Not Kill." Many times judges and juries say that a killing was not wilful, it was not premeditated, that there were extenuating circumstances and so it is down the line in all laws. Judges must look into what caused the passage of a certain law and then interpret the law, not on the cold-blooded written word of the law but on what was intended in the minds of those who passed the law.

Of course, I am not writing as a lawyer, and there is no doubt in my mind but that lawyers and judges will disagree with this opinion of a layman, but the rule of justice is not based on the written word. The rule of law should be based on human understanding and common sense.

Now to get back to where we started. Jim McGranery is one of those men who, sitting as a judge, analyzed what was intended in the law by those who wrote it. Then he pondered, in his mind, the human elements surrounding the question or the crime involved. That's why he was liked and respected as a judge by the working people and by all classes in Philadelphia.

While he was a Congressman he never was found in the middle of the road. He was always out fighting for the honest rights and desires of the working people.

I knew him during the Roosevelt campaigns, got very well acquainted with him. I met him several times in Philadelphia. I inquired about him, and I never met a representative of labor in Philadelphia who was not loudly acclaiming the honesty, courage, decency and intelligence of Jim McGranery in the years past.

In a way I am kind of sorry he has taken on the job of Attorney General because everyone who has had that job since the days of Mr. Biddle has been smeared rightfully or wrongfully. Tom Walsh, who was a United States Senator, was named to the po-

sition of Attorney General by Franklin Delano Roosevelt in the early part of 1933. As a special prosecutor, Tom prosecuted the thieves mixed up in the Teapot Dome, the smelly oil scandal, and he sent some rich men in the oil business in those days, and some politicians, either to suicide or to prison. Tom was on his way back from Havana with his newly-married wife and before he took office as Attorney General he died. I was on the same boat from Havana with Senator Walsh. His death was a great loss to Franklin Delano Roosevelt.

After that, Homer Cummings, a very fine gentleman, a great lawyer, a man who had the confidence and respect of his own people in Connecticut, succeeded Tom Walsh. Later Anthony Biddle, an honorable gentleman, was named attorney general and our friend, Jim McGranery, went to work in the Department of Justice under Tony Biddle, as Franklin Roosevelt used to call him. He made good, and he deserves promotion. He deserves the confidence of the masses of the people and especially the working people, but I am still sorry to have him leave the Federal Bench, because I am just afraid they will smear him as they have smeared everybody else down there, whether they were guilty or not guilty. The price of accepting a position today under the Truman Administration is that, right or wrong, they can smear you or they will tie you up into some fragment of the inner circle leading on towards Kansas City and, before you know what you are up against, they've got you hooked in. That's why I am sort of sorry for Jim McGranery, a decent, clean, highly intelligent, honorable man, and still I am happy, because I know that in dispensing the duties of his office he will play the game square.

Follow the Law!

Americans regard the telephone as one of the greatest inventions of the modern age.

It is marvelous that I can call up Los Angeles and

Attention, North Dakota Members

United States Senator William Langer of North Dakota is up for nomination and election on the Progressive Republican ticket, formerly called the Farmer-Labor Party, founded and promoted by the greatest friend labor ever had, the first La-Follette, "old Bob," who is now passed and gone.

Langer, in my judgment, is one of the square shooters for labor in the United States Senate. We have a lot of "middle of the road" men in the Senate but we also have a few natural-born fighters in the interests of labor and this man Langer is one of the "out front" leaders for decent, honest, fair legislation for the workers of our country.

To our membership up around North Dakota and vicinity, I say I want you to do what you can for this man, even though the candidate against him may also have pledged himself to do the right thing. We should retain our friends who are true and tried in the battlefields of Washington, and I am convinced Langer is one of the real friends of labor. I ask our people in that territory in North Dakota to go to the polls, help Langer, bring your friends with you. The best proof of loyalty is helping a friend when that friend needs your help. Over-the-road, long distance drivers, spread the word along about Langer, in lunch rooms, in coffee shops; talk and talk about Langer.

Remember, I have nothing in this personally, but I have watched Senator Langer from North Dakota for several years, and I have never doubted his sincerity, his honesty and his good will towards the working men and women of the nation, organized and unorganized, so let us keep a good man in the Senate. Heaven knows, we need them there!

get my party in two minutes. It is like bringing your relatives and your friends into your home. Some day a machine will be perfected so that you will see the party you are talking to at the other end of the wire.

The telephone is, however, extremely abused, very often by women, who talk for half an hour any time, even in the middle of the day. Gossip is becoming a curse and a nuisance on the telephone.

The telephone is also abused in messages dealing with labor and strikes and in dealing with the business of our International Office. If I were to scrupulously follow the law in the Constitution, I would not take a message involving a stoppage of work or anything of that kind over the telephone. The only way we can fulfill our Constitution and cover the laws contained therein is to have someone listening in who will take the message or the conversation down.

For instance an organizer calls up from somewhere and says two hundred men have gone out on strike today; negotiations ceased; they offered arbi-

tration but the bosses refused arbitration. They desire the endorsement of the International. Very often I investigate a little further and send the matter to the Board, complying with the Constitution, and action is taken on the request.

However, that is not the law, and I have no record of that conversation in the office.

Then again, if I followed out the Constitution when a request is made for sanction of a strike, I should have time to send that matter to the General Executive Board, if the strike involves more than fifty individuals. There is also the danger of spreading the strike and business agents and local officers should not wait until the last minute to ask for an endorsement of a strike. The trouble with some of our people is that they think that the strike won't last more than two or three days and that they can win at once and that they don't need any sanction. What they want is quick action. That is the most blundering position local officials of unions or organizers can take. No one knows how long a strike will last after it gets started. No one knows how much that strike can spread. Therefore, it is best to observe and carry out the union laws. If you don't need the sanction it is no harm for you to have it. It strengthens your position, and it gives the employers an understanding that all the power and financial support of the International Union is behind the strike. I say to you again: Don't take chances. Watch the law of our Union. Any local official or officials who do otherwise and lose a strike because of laziness or lack of understanding of law and procedure, I say they should be removed from office at once.

Condense Your Letters

The art of good writing can be easily acquired by almost any ordinary person with an ordinary education. You don't have to go to college to be able to write successfully and intelligently. Some of the greatest writers in our country never went to college. Some of our great poets, like James Whitcomb Riley, the Hoosier poet, never went to college. Sometimes over-education befuddles weak minds.

It isn't what school you go to—and I have six children that graduated from college and now two or three of my grandchildren are going to college—but it is what kind of a head you have. Whether that mind is capable of absorbing and understanding what you have read and learned in school is what counts.

The greatest pests I have writing in to this office—and, by the way I receive many, many welcome letters—but the pests are those who write five and six page letters when they could condense all they had to say in one page. The average man in public life does not read long letters. He has his secretary read them, if they come from any kind of person worthy of listening to, and then his secretary boils down the substance into a few paragraphs and lays it before his employer. We get so many letters during the year it would be impossible for us to keep up with them, with the nonsense contained in some. With the largest circulation of a labor publication throughout the world, we expect letters. Sometimes they are from very important people, but very often we receive letters that we throw in the waste basket because they come from nitwits or crackpots.

We never read an anonymous letter, no matter what it contains.

The purpose of this message is to try and give you a little advice on writing on matters of importance to any one, especially to us. Don't go into scrupulous detail. Boil down your letters to a page and a half. Don't tell the story of your life in endeavoring to explain something. In other words, don't make yourself a nuisance and if you are describing a case, tell nothing but the facts.

Do this in your correspondence and your letters will be welcome. Otherwise, your letters will not be read by most people, even though they are acknowledged.

May Steel Workers Win!

I listened to President Truman's speech the evening of April 8, and I have got to say that it was the best labor speech he ever made. Of course he dwelt entirely on steel where a strike is pending at this writing. I believe, however, there is a slight chance of a settlement in steel. Murray wants no strike. The President came out 100 per cent against the United States Steel Corporation, one of the most vicious and one of the largest corporations in the world. The powerful tenacles of that Corporation reach, directly or indirectly, into every phase of life in our country. It is a monstrous institution.

I remember the time that Sam Gompers and I were coming back from England, and the steel workers were on strike; they implored us to try to get them back to work. The steel workers admitted they had been starved into submission. We tried for three days to get even a conference, a chance to

talk to the heads of the steel company, and they refused to meet any kind of representative of labor, including the President and Treasurer of the American Federation of Labor. I was Treasurer at that time. There is a law of averages and it is coming into play now. I don't blame the steel workers for going on strike. Many of our people perhaps don't understand that it is not a question of an increase in wages which is causing the trouble between the steel workers and the United States Steel Corporation. The dispute between them is the question of the union shop. Not the closed shop. The union shop means that union men will be given the preference, but if the union can't find or supply union men the company then can hire non-union men with the understanding that if those non-union workers are satisfactory to the company and are able to do their work, that they become members of the union within a specified time, say 15 or 30 days. That is the question at issue.

The management of the United States Steel Corporation in the old days, when Gompers and this writer endeavored to get a conference with them, was controlled almost entirely by the J. P. Morgan banking interests. I am of the opinion that the House of Morgan still has a big slice of the stock of that Corporation. The House of Morgan controlled many large corporations of America back in those days. The House of Morgan not only operated extensively in our country but in England and other countries throughout the world.

I read a book some years ago called "The Story of the Steel Workers," and I have never read anything else like it. It was written by a Minister, I believe, of the Presbyterian Church. He went into Pittsburgh and made a study of the life and work of a steel worker. In those days labor had no protection against accidents, death or sickness. According to the writer, if a man was killed in a steel mill through the negligence of the company his family recovered slight damages, but nothing like we can recover now. This Minister of the Gospel wrote in that book that in order to save the steel mill owners from paying anything to the wife and children of the worker who was killed, the body of the worker would be thrown into a tank of melted steel.

I cannot say that the story was not exaggerated, but, at any rate, when this Minister wrote the story he was never challenged by the owners or controllers of the United States Steel Corporation. I can't say that that story is true but I do know this: It had an

awful lot to do with revolutionizing the laws governing corporations of this kind by our Congress.

I hope the steel workers win. I don't care what union they belong to. They are fighting for a chance to survive. They are engaged in the most unpleasant and distasteful kind of work. In addition, I remember the days when the heads of the Steel Corporations refused to even talk to representatives of labor who were endeavoring to try to get the men back to work who were then out on strike and whose families were starving to death.

There is a law of averages. There is also a law of justice, and the steel companies are finding out about them. They are now getting the same medicine they gave the workers for years and years when those workers were starving and trying to organize. The workers then had a shell of an organization under a man named Mike Tighe. The owners encouraged that union, which I always suspected of being phony, but maybe I was wrong.

I hope the workers in steel will win now and in the years to come, and pay back the Morgans in the same way the Morgans "paid" them.

A Big Muddle

The political situation in our country today is the biggest muddle that I remember in all the years in which I have been interested in politics. I have never held a political office. I have never aspired to such a thing, but I believe every citizen of our country should take a special interest in the law-making functions of the United States.

The pledges of politicians mean nothing. As soon as they are elected to office, they forget their promises.

The condition in Washington, as described in the newspapers, is disgraceful and from a standpoint of morality there is very little hope or encouragement for the youth of America in what they read in the papers telling of the crime and treachery in our country.

A Great Challenge

I very seldom like to be what they call *Boss*. However, on this job of mine, running this great institution, with its large membership and its enormous financial interests, whether I like it or not I must be *Boss*. There must be a head to everything. This is not only a large, influential labor organization, but it has many other interests, especially

financial interests. We have quite a number of employees out on the road and in our offices and most of them have worked for us for many years.

Times are changing, our Constitution has been changed, and it must be changed even more to meet modern requirements. Some of the past changes were necessary, time has proven, while others were not. We must, however, learn our business as we go along. There will have to be many changes in the Constitution made by the delegates who assemble at Los Angeles for our next convention. It is a compelling duty for all local unions to send delegates to that convention. Remember you don't make the laws for the International officials. You make the laws for the general membership, and our Constitution lays down the law to the International officials, and they are sworn and obligated to carry out those laws. Consequently, it is vital that your union be represented. You learn much from what you hear in the discussions in the convention—discussions which are open to everyone, talking as reasonable representatives of a great institution. Every amendment of the Constitution is a law after it is adopted. The most humble delegate is entitled to speak his mind on any question, provided, however, he does not go "hay wire." No Communist or no one preaching communistic doctrines will be seated as a delegate in that convention. The Constitution distinctly states and has done so for many, many years that no Communist can be a member of the International Brotherhood of Teamsters. It goes further and it states that any one preaching communistic doctrines, dissension, revolution, hatred against our government, even though he denies that he is a Communist under oath, cannot be a member and cannot be seated as a delegate, even though such person, I repeat, professes, even with witnesses, that he is not a Communist.

We know the Communists have no respect for an oath, because they don't believe in the existence of a Supreme Being, upon whom an oath is founded. Consequently, any individual charged with professing communistic or extreme radical tactics will not be accepted on his statements or on the statements of phony witnesses as a delegate. If the majority of the committee charged with seating delegates and with the passing on all credentials believes from the evidence submitted that the individual is of communistic, radical, destructive tendencies, the delegate will not be seated. Let me say to you now—it is my belief that there is the

largest springing up of Communists at present amongst the American people that we have had in all our history. They are pursuing a different line of tactics, under instructions from the Kremlin. Their game now is "don't talk communism, just secretly practice said doctrine and try to make converts of those around you who work with you or whom you meet in social gatherings."

That is the new procedure and don't let anybody tell you that it is not working . . . Communism is gaining in this country. My opinion is that our government is too mild, too sympathetic, too afraid of offending the greatest enemy that civilization has had in the last 1,500 years. I know of one Communist who has been sentenced to be deported for four years! First, the Department of Labor held up his deportation, even when he was not a citizen of the United States. Then, through loopholes and foolish interpretations of one technical word in the law, he is still roaming around, spreading his poisonous doctrine amongst our decent trade unionists throughout the west coast of the United States.

Why does this thing happen? What are we afraid of? How can labor and its leadership do all the battling themselves? For what purpose? To save our government from the destructive form of government founded on Communism! Are the politicians in both parties afraid of offending somebody? Are they afraid they will be misunderstood by the masses of the working people?

The F. B. I. is the only institution in Washington or in our country that really gets the facts. They present the facts to the Department of Justice, and the Department of Justice is in such a mess now that they are really doing nothing to protect the millions of decent working men from the destructive doctrine of Communism.

The whole mess in the opinion of many labor men, including this writer, is seriously endangering the freedom and liberty we have fought for and which we now enjoy. I don't care who the candidates are, or what their platforms are in the next election, unless they follow up their declarations in their platforms and enforce the law for the protection of the multitudes, we should change the system, the whole system, because it is wobbly, weak and uncertain. I am speaking as one of millions of decent Americans who are now disgusted with the poison that comes from communistic missionaries who are secretly, and in some instances openly, preaching rebellion against our form of freedom,

our democracy and the Constitution of the United States.

Tribute to Claude O'Reilly

Who was Claude O'Reilly? He was a truck driver, a member of Local 174, one of the first real fighters who established the splendid unions we have now in the northwest.

He was a veteran of the First World War, and to me, in his early days, he was the most interesting, the most human and the most lovable companion one could meet in that northwest country. I never heard him weep or cry or kick or find fault or grumble. He took life, before his illness, in its stride. His belief in life was that if today is rainy and cloudy and tough on the Teamsters Union, tomorrow will bring the sunshine and a better day for the truck drivers. He lived that policy. He believed in it and he carried it out to the letter. He was unselfish beyond understanding.

What a pleasure it was to meet O'Reilly and to have him tell you of his experiences while in uni-

form. I know there is only one thing certain, and that is the longest day must have an end and the nearest friends must part, and I say to my people in Seattle I will miss Claude O'Reilly on my next visit. There will be an empty chair around the table, a chair made vacant by the passing of one of the cleanest, most manly and honorable fighters for justice I ever encountered in the labor movement.

I sent the following message to Dave Beck upon hearing of the death of Claude O'Reilly: "I am deeply distressed and somewhat lonesome to hear of the death of one of the oldest friends I had in the State of Washington. I don't know much about Claude O'Reilly's family but to his wife and family will you please convey my deep-felt sympathy and my sorrow at the loss that they have sustained; and to you I desire to say that while we must carry on, it will be more lonesome for me to go to Seattle when I lose the links in the chain of the Teamsters Union which we together helped weld into a solid binding cable." Frank Brewster took care of Claude during all the years of his sickness. Claude never needed anything, thanks to Frank.

AFL Union Industries Show Opens May 17 in Boston

AN exhibit by the International Brotherhood of Teamsters will once again be a principal point of attraction at the American Federation of Labor Union Industries Show. The 1952 exposition will be held May 17-24 at Mechanics Hall in Boston, Mass.

The show, open daily from noon until 11 p. m., will feature products and service displays of union employers, AFL unions, civic and Government organizations. The exhibit space will total some 150,000 square feet, according to Ray F. Leheney, director of the show and secretary-treasurer of the Union Label Trades Department of the AFL, sponsor of the annual exposition.

A variety of types of display will be available to the hundreds of thousands who are expected to visit the show during its week's stand. These displays will range all the way from small booths with free literature to large animated displays

and actual demonstrations and apprenticeship contests by future trade union journeymen. Skills of many AFL unions will be displayed in end products of their craft in the employer sponsored displays.

Public service exhibits will include booths sponsored by special humanitarian drives and campaign organizations and Government agencies. The Department of Labor always has an exhibit at which literature on the work of the agency is available to show visitors. Other Government agencies are expected to participate.

So successful has the Union Industries Show been that the exposition has become an annual affair. The 1952 exposition marks the sixth presentation of the labor-management display. Last year the show was held in famous Soldier Field Exposition Hall at Chicago. The 1950 show was held in Philadelphia. Previous expositions were

staged at Cleveland, Ohio, Milwaukee, Wis., and St. Louis, Mo.

The show was inaugurated with the St. Louis exhibit under the direction of I. M. Ornburn, secretary-treasurer of the Union Label Trades Department. He directed the show during its run in St. Louis, Milwaukee and Cleveland and had completed plans for the Philadelphia show when taken by death. His aides operated the exhibit successfully. Direction of the exposition is now in the hands of Ray F. Leheney, a Teamster, who was elected secretary-treasurer of the department succeeding Mr. Ornburn.

The theme of the 1952 show will be the one which has dominated all the expositions: Teamwork between fair-dealing employers and skilled union workers results in high quality merchandise and services and brings tremendous purchasing power to American industry. The union label and union shop signs will be given the tribute they deserve as vehicles for union recognition and union purchasing power throughout the show.

Checking Teams Are 'All Set'; Beck Stresses Planning Need

Fourth Teamster Truck Check Lays Emphasis On Over-the-Road Drivers; Directives Cited

TEAMSTER checking teams in local unions and joint councils throughout the country are "all set" for the 1952 Teamster Truck Check which begins at midnight May 11 and extends until midnight May 16.

Plans for this annual checking campaign were made at the National Over-the-Road national trade division meeting held in Chicago during the last week in March. A report of these meetings appeared in last month's *INTERNATIONAL TEAMSTER*. Plans and procedures as developed by the conference are outlined in a series of instructions which appear immediately following this article.

Changes Listed

Emphasis this year in the Fourth Teamster Truck Check will be directed toward over-the-road and general truck drivers. In previous years efforts had been made to check all Teamster jurisdictions, but for the sake of effectiveness in making the best use of Teamster manpower the conference decided to concentrate on over-the-road and general trucking activities.

The annual truck check follows in general the procedures which have developed through the last three campaigns first begun in 1949. A set of preliminary instructions were mailed out from Teamster Truck Headquarters in Washington, D. C., which is the focal point and coordinating office for the entire campaign.

In these instructions Executive Vice President Dave Beck emphasized the importance of holding

"briefing" sessions in joint councils and local unions. These sessions are instructional periods in which the checkers are being given full information as to their duties and responsibilities during the five-day campaign.

"I cannot over-emphasize the importance of these sessions and complete preparations before May 11," Vice President Beck said in commenting on the plans for the campaign, "we have found that properly prepared and instructed checkers save the time of both the checking teams and of the drivers being checked. Our experience shows each year the tremendous importance of these instructional or briefing sessions. I sincerely hope all locals and joint councils make adequate provision for these meetings in plenty of time before the checking actually begins."

Final Instructions

The Chicago conference reviewed the experience of the last three checking drives and developed a few changes in the procedure which are fully set forth in the "Final Instructions," copies of which have been mailed to all locals and joint councils. A set of these instructions appears in the pages following this article.

The checker's report card this year is green and the green checkmarks and color scheme is followed in all campaign material. The checker's badge is about one-half the size it was last year. The smaller badge is being used now since the

roadcheck has become an accepted part of Teamster organizing work and most drivers are now familiar with the checking teams. A large poster has been mailed to all locals.

The Chicago conference suggested that provision be made for gummed windshield stickers of a type which would be identifiable exclusively as the 4th Teamster Truck Check seal. Pursuant to that recommendation the 1952 windshield sticker is a white outline of a truck on a green field. On the white silhouette are the words "4th Teamster Check 1952." A reproduction of this seal appears with kit contents on page 21 of this issue.

Kits Prepared

In previous years the Teamster Union Service shop sign in small seal form was used as windshield sticker, but the delegates at Chicago felt that some sticker more appropriately geared to the roadcheck should be devised. Checking kits will contain these seals in two editions—one-half gummed on the face and one-half gummed on the reverse. In some states it is forbidden by law to attach any stickers to the windshield other than those specifically authorized by statute. In these cases the stickers with the gummed back can be used to affix stickers on some other part of the checked truck.

The checker's report card follows the same general scheme with some changes which were set forth in the preliminary instructions already mailed to locals and joint councils. Important in the report card and in

the leaflet in the kit is the attention being directed toward automobile service stations, garages, truck and auto sales organizations as a great area for Teamster organizing. The card has a question on it asking the checker to find out where checked truck was fueled and serviced and whether that service point is unionized. This information will provide excellent follow-up information for the Automotive Conference in organization work.

The leaflet in the kit this year entitled "Here's Your Union Shopping Center" is likewise geared to aiding in organizing the automotive service group. This leaflet stresses the importance of Teamsters as drivers using union-serviced gasoline and oil and as owners of private cars; also to patronize union-manned service stations.

The Teamster Truck Check procedure is set up this year to provide a three-fold operation: the actual roadcheck in the field; coordination and evaluation by Teamster Truck Check Headquarters in Washington, and finally, complete follow-up through organization efforts of all drivers checked and found in arrears or any non-members of the Teamsters' Union.

Proper Follow-up

It was pointed out in Chicago and has been stressed by Vice President Beck that a proper follow-up is as important to the checking drive as is the actual reporting itself. The checking provides the information for organization. This year checkers' report cards are to be mailed to the home local of the driver checked. This direct forwarding will save time and speed the effort to organize the unorganized and to bring up to date those in arrears in dues and membership. Unless there is proper follow-up, delegates from many parts of the country said, the checking drive would lose much of its effectiveness.

Notification and cooperation of employers in the truck checks as developed in the last three years are

responsible in no small part for much of the success of the campaign, Teamster officers reported in their Chicago meeting. When the first check was held, it was suggested that all local unions notify employers holding Teamster contracts that the road check was scheduled and that they, the employers, could cooperate by being certain that their men were all up-to-date in their union standing.

This suggestion is based on the fact that employers with agreements with Teamster locals are under obligation under their contracts to keep in employment only members in good union standing.

This year the International Brotherhood of Teamsters is calling on all sister unions of the American Fed-

eration of Labor to cooperate in the checking work. Other unions have been informed of the roadcheck and their cooperation invited as in previous years.

Every effort is being made this year to supply local unions and joint councils with an adequate supply of material for the drive. Extra copies of the "Final Instructions" are being sent to locals and councils in order that the checking teams can have their own copies of the instructions.

With every normal requirement for the check covered through procedural arrangements and material, Teamster truck check officials look to the effort as one of the most intensive and complete yet held.

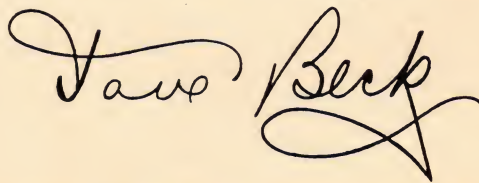
'Nothing Is More Important' During May 11-16 Period Than Truck Check

SECRETARIES, business representatives, trade division and International Union organizers will have no more important business from midnight, May 11, until midnight, May 16, than the national truck-checking drive. I cannot make that statement too emphatic.

The first duty, the first responsibility of all the personnel of our Local Unions, Joint Councils, Area and Trade Conferences, and of our general organizers, is to conduct the 1952 truck check in such a manner that it will be the most successful and the most productive of information and organizing that we have ever held.

Of very first importance to every segment of our organization is the complete organization of over the road and general trucking because this is our first and strongest line of both defense and offense; it is the heart of our International Union; it is the key to all of our future growth, and to the well-being of our memberships throughout the continent.

A thorough truck check will lay a broad foundation stone upon which we can build. It will do this by giving us the cold, hard facts, which we must have before we can go forward assured of success. It will show us our problems, which we can then solve. It will lay bare our weak spots, if any, which we can strengthen. That is why I say in the strongest words at my command that our National Truck Check, May 11 to May 16, is the first, the biggest, the most important job immediately ahead of us. That is why I call upon all of our personnel, everywhere, to give its full time to the Truck Check while it is in progress. Nothing is more important.



IMPORTANT

FINAL 4th TRUCK CHECK INSTRUCTIONS



MIDNIGHT MAY 11 - MIDNIGHT MAY 16



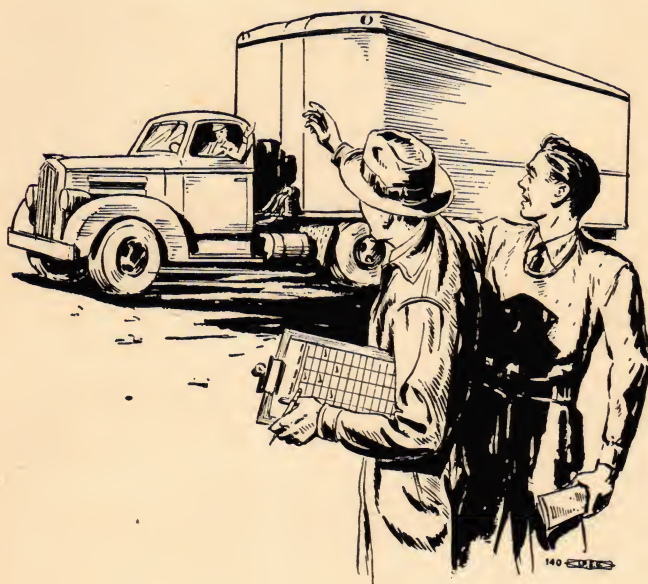
- 1 Briefing sessions in advance of truck check
- 2 Work in teams of two for maximum efficiency
- 3 Must not impede or obstruct movement of trucks.

1 Checking kits have been mailed to local union secretaries. If supplies have not been received, contact immediately Teamster Truck Check Headquarters, 438 Bowen Building, 821 Fifteenth St., N. W., Washington 5, D. C. (Telephone: NATIONAL 5786).

Important: All locals and joint councils should have "briefing" sessions *in advance* of the truck check. This step in preparation is important and must be thorough.



2 All local unions will cooperate in the 1952 Teamster Truck Check. Checkers should work in teams of two for maximum effectiveness. Experience in past truck checks has shown this to be most effective.



3 Emphasize again that the 1952 Truck Check is being made purely for informational purposes and is to be conducted in a friendly and courteous manner. The checking work *must not impede or obstruct the movement of trucks*. Under no circumstances is any action to be taken or language to be used which may be regarded as threatening or intimidating. These are important precautions.



4 Moving trucks are *not* to be stopped. All checking should be done when trucks are at a standstill (weighing stations, railroad terminals, freight docks, team tracks, warehouses, gas stations and other key points.) All checking must be done in conformity with state and Federal laws. Be sure that every checker carries proper identification credentials and that his own due book is in good order.



5 Checkers must *not* collect dues or initiation fees. If a member is in arrears or the driver checked is a non-member, note this information on green report card. (See illustration on page 19). All information possible on such drivers should be noted. Use back of card for information concerning status of driver and source of his fuel and servicing.



- 6** If driver or member is in good standing for April, paste approval label on last page of due book facing Union Service Shop Card under "Assessments."
- If driver or member does not have his due book, but does produce dues receipt, the approval sticker can be pasted on back of receipt. Be sure sticker is dated and signed.

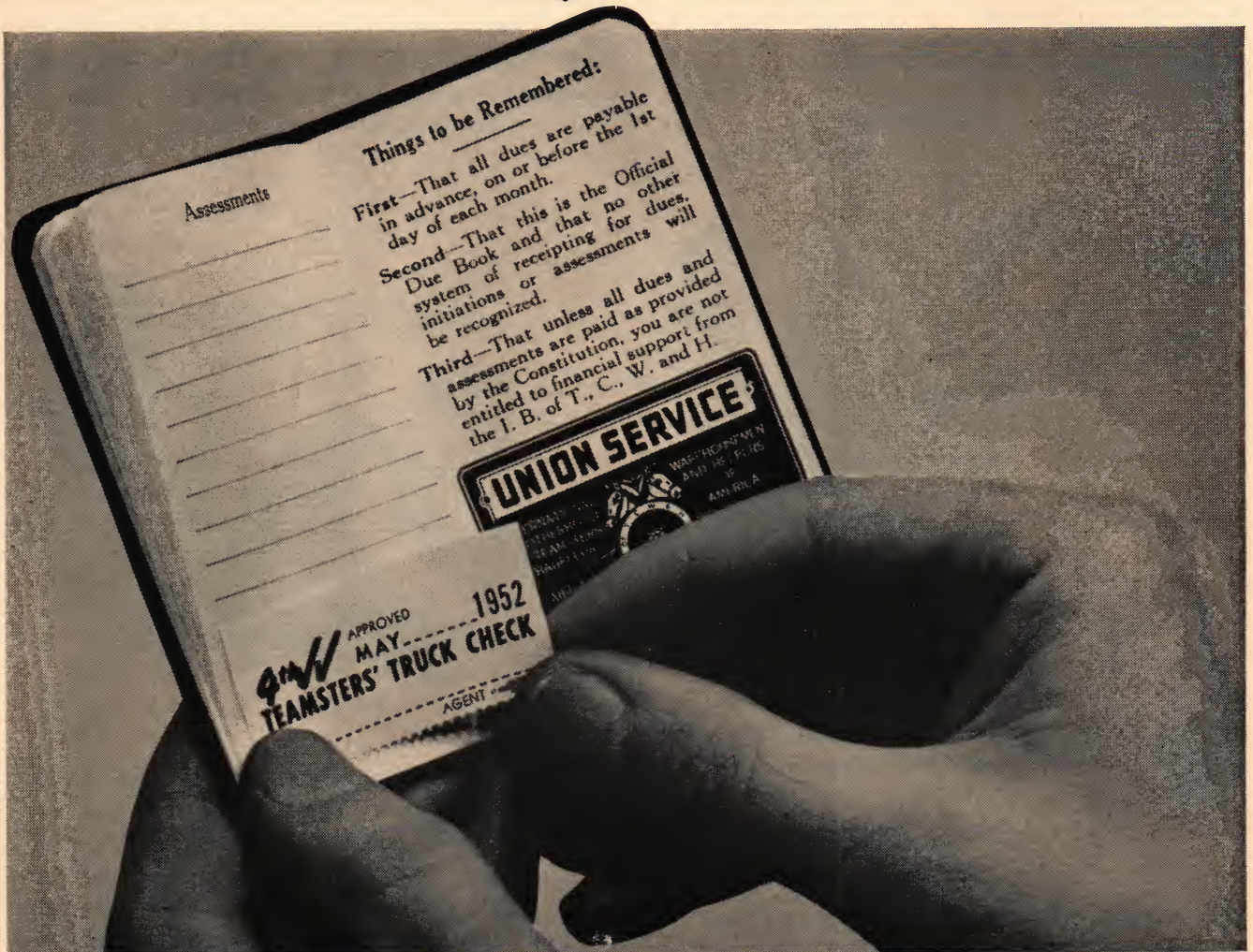


PHOTO SHOWS PROPER PROCEDURE FOR AFFIXING APPROVAL STICKER TO DUE BOOK. BE SURE STICKER IS SIGNED BY CHECKER.

7 Filling out report cards—this is the Teamster Truck Check's *most important step*. Checkers must fill out green report cards and turn them over to the local union secretaries daily. The local union secretaries then will have the bottom of the card filled in by typewriter. The local union secretary will

mail the *top* (filled in by checker) to local union of driver checked; the local union secretary will then mail the *bottom* to Teamster Truck Check Headquarters, International Brotherhood of Teamsters, 438 Bowen Building, 821 Fifteenth Street, N. W., Washington 5, D. C. (Tel.: NAtional 5786). (Reproduced below is facsimile of report card.)

THIS CARD MUST BE FORWARDED TO HOME LOCAL UNION OF DRIVER BEING CHECKED

4th TEAMSTERS' TRUCK CHECK

CHECKER:
FILL IN THIS CARD ONLY.
DO NOT FILL IN BOTTOM CARD

1952

EMPLOYER'S NAME A. B. C. Trucking Corp.

DRIVER'S NAME John Truck Driver COMPANY OWNED ☒ LEASED ☐

DRIVER'S LOCAL 00 DRIVER'S CITY & STATE Your Town, Calif.

DRIVER'S DUES STANDING AT END OF APRIL O. K. NON-UNION ☐ DRIVER'S RATE & TYPE OF PAY \$1.90 per hr.

WHERE TRUCK WAS CHECKED _____ DATE _____

WHERE WAS TRUCK FUELED & SERVICED? COMPANY TERMINAL ☐ STATION SERVICE ☒

CHECKER'S NAME & LOCAL NUMBER
NAME A. Y.
LOCAL XX

ADDRESS OF SERVICE STATION Eastern Ave and North Rd.

TO BE TYPED BY YOUR LOCAL UNION AND SENT TO: FRED TO
Brotherhood of Teamsters, 438 Bowen Bldg., 821 15th St., N. W.

4th TEAMSTERS' TRUCK

EMPLOYER'S NAME _____

DRIVER'S NAME _____ COMPANY OWNED ☐ LEASED ☐

DRIVER'S LOCAL _____ DRIVER'S CITY & STATE _____

DRIVER'S DUES STANDING AT END OF APRIL _____ NON-UNION ☐ DRIVER'S RATE & TYPE OF PAY _____

WHERE TRUCK WAS CHECKED _____ DATE _____

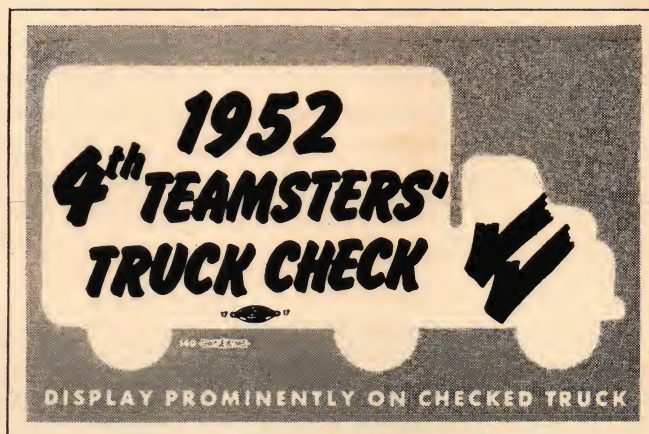
WHERE WAS TRUCK FUELED & SERVICED? COMPANY TERMINAL ☐ STATION SERVICE ☐

CHECKER'S NAME & LOCAL NUMBER
NAME _____
LOCAL _____

ADDRESS OF SERVICE STATION _____

8

All drivers checked and found to be in good order should be given 4th Teamster Truck Check *windshield sticker*. These are provided in two styles: one is gummed on the *face* of the label for pasting on truck windshield; the other edition is gummed on the *back* of the sticker for use on trucks from states which forbid stickers on windshields. This type of checking label was developed and approved in the Chicago meeting of the National Over-the-Road Conference.



11

All drivers should be given a copy of the Union Service Shop card leaflet entitled, "*Here's Your Union Shopping Center.*" This leaflet is important in aiding the organizing work of the Automotive Conference which has jurisdiction over employees in garages, service stations, auto dealers, etc.



9

All drivers should be given *Union Service shop card* stickers also. This sticker is an excellent sales and educational step for the thousands of drivers being checked.



10

The *lapel badge* this year is smaller in size as recommended by the Chicago meeting. It identifies the wearer as a 4th Teamster Truck Check accredited checker. The badge will expedite operations during this 1952 Truck Check.



YOUR KIT WILL CONTAIN THESE 6 ITEMS

1 CHECK LABELS

...to be pasted in due book of member in good standing when interviewed by checker.

2 "HERE'S YOUR UNION SHOPPING CENTER"

...this leaflet on the Union Service sign is designed to stimulate interest in the organization of establishments which fuel, service and sell autos, trucks and parts. Give a copy to every driver checked.

3 SHOP SIGNS

A Union Service shop sign should be given every member when he is checked.

4 LAPEL BADGES

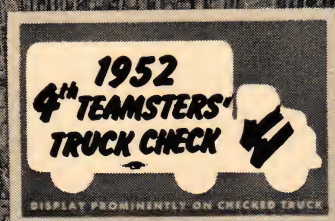
...this year's badge must again be worn by checkers while on checking duty. The 1952 badge is smaller than the one used last year.

5 WINDSHIELD STICKER

...give two stickers to every driver checked. One is gummed on the face for placing on the windshield; the other is gummed on the back for use prominently on truck in cases in which regulations forbid windshield stickers.

6 REPORT CARDS

...to be used by checkers when filling in statistics and vital data.



1

4th W APPROVED MAY 1952
TEAMSTERS' TRUCK CHECK

4th W APPROVED MAY 1952
TEAMSTERS' TRUCK CHECK

4th W APPROVED MAY 1952
TEAMSTERS' TRUCK CHECK

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4th W APPROVED MAY 1952
TEAMSTERS' TRUCK CHECK

4th W APPROVED MAY 1952
TEAMSTERS' TRUCK CHECK

4th W APPROVED MAY 1952
TEAMSTERS' TRUCK CHECK



2

THIS CARD MUST BE FORWARDED TO HOME LOCAL UNION OF DRIVER BEING CHECKED

4th TEAMSTERS' TRUCK CHECK

1952

DUE BOOK NUMBER

EMPLOYER'S NAME

DRIVER'S NAME

COMPANY OWNED ☐ LEASED ☐

DRIVER'S LOCAL

DRIVER'S CITY & STATE

DRIVER'S DUES STANDING AT END OF APRIL

NON-UNION ☐

DRIVER'S RATE & TYPE OF PAY

WHERE TRUCK WAS CHECKED

WHERE WAS TRUCK FUELED & SERVICED?

COMPANY TERMINAL ☐ STATION SERVICE ☐

CHECKER'S NAME & LOCAL NUMBER

NAME

LOCAL

TO BE TYPED BY YOUR LOCAL UNION AND SENT TO: FRED TORIN, International Brotherhood of Teamsters, 638 Brown Bldg., 621 15th St., N.W., Washington 3, D. C.

4th TEAMSTERS' TRUCK CHECK

CHECKER DO NOT TEAR OFF OR WRITE ON THIS PART OF CARD

EMPLOYER'S NAME

1952

DUE BOOK NUMBER

DRIVER'S NAME

COMPANY OWNED ☐ LEASED ☐

DRIVER'S LOCAL

DRIVER'S CITY & STATE

DRIVER'S DUES STANDING AT END OF APRIL

NON-UNION ☐

DRIVER'S RATE & TYPE OF PAY

WHERE TRUCK WAS CHECKED

WHERE WAS TRUCK FUELED & SERVICED?

COMPANY TERMINAL ☐ STATION SERVICE ☐

CHECKER'S NAME & LOCAL NUMBER

NAME

LOCAL

3

4

6

A LAST WORD...

Follow these Rules

BE SURE

1 . . . to check at weighing stations, railroad terminals, freight docks, team tracks, warehouses, gas stations and other key points.

2 . . . to emphasize courtesy in all contacts while checking. Remember you're representing the International Brotherhood of Teamsters.

3 . . . to be certain that every checking agent carries his own identification credentials at all times. His own due book must be in order.

4 . . . that if a member is found to be in arrears with his dues, this important fact is to be noted on the green report card.

5 . . . that if a person checked is a non-member, this information should be noted on the green report card, and all information you can obtain should be written in detail.

6 . . . that in contacting each member, check if his due book or dues receipt shows he is paid up and in good standing for the month of April. If his due book or dues receipt shows him to be in good standing, paste the approval check label on the last white page of the due book facing the Union Service shop card under the word "Assessments" or on the back of his April dues receipt. Write in the allotted space on the approval check label the date the member is checked and the signature of the checking agent.

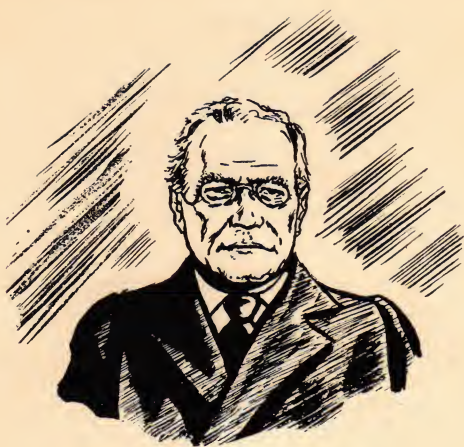
7 . . . that checking agents fill out the green report cards and turn them in to their Local Secretaries daily; the Secretaries must make certain that they are immediately sent to Mr. Fred Tobin, International Brotherhood of Teamsters, 438 Bowen Bldg., 821 15th Street, N.W., Washington 5, D. C.

DO NOT

do not . . . Impede, obstruct or stop trucks.

do not . . . Collect or attempt to collect dues or initiation fees.

do not . . . Use language or act in any manner that may be regarded as threatening or intimidating.



the LABOR STORY

... **SAMUEL GOMPERS**
... **RISE OF THE AFL**
... **WORLD WAR I**

PART III

This is the third of a series of articles in which THE INTERNATIONAL TEAMSTER is reviewing the history of American labor. Part III deals with the founding of the American Federation of Labor, the long career of Samuel Gompers, World War I and the coming of the depression—a period extending from the 1880's until 1932.

THE "Gompers era" in American labor began with the founding of the American Federation of Labor in Columbus, Ohio, in 1886 and extended until the death of the venerable leader in 1924. But the imprint which Samuel Gompers made upon American labor through policies laid down in the early days of the Federation remains. The nation has emerged from its isolation of the 19th century into a world power and world leadership—industrially, economically, and politically—but the impress and influence on the labor movement by the first leader of the AFL was so profound that his principles guide much of the policies of the organization today.

The AFL was founded in the twilight days of the old Knights of Labor, a once powerful organization which through inept leadership and an unreal grasp of labor and economic problems was about to fade from the scene. Several attempts at organizing what was later to be the AFL were made with the third and successful try taking place on December 8, 1886, when 42 delegates representing 150,000 members of various unions established the Fed-

eration, although officially the AFL dates its founding back to 1881 when an earlier effort was made to form a new confederation. Sam Gompers of the Cigarmakers was named first president and served, with the exception of one year, in that post until 1924 when death took him from a long and useful career on the American scene.

What was called "wage consciousness not class consciousness" dominated the philosophy of the AFL. "Strict autonomy of each trade" was a first principle. A method of settling jurisdictional disputes, a per capita tax, a legislative program were drawn up and organization of city centrals and state federations was authorized.

Non-partisanship

Non-partisanship was another cardinal principle of operation and the Gompers philosophy of rewarding friends and punishing enemies of labor dominates the AFL today. The early days of the Federation coincided with the days of Gompers' activity. He had a small office provided by the Cigarmakers, wrote letters in his own hand, issued charters, collected dues, managed meetings, went on speaking tours, led the fight against the declining Knights of Labor with which there was a feud. Gompers' career was virtually a crusade in the cause of the working man, and laboring people today too often forget the great debt they owe to him and other pioneers of trade

unionism for building an organization which was to elevate the wages and working standards and to promote beneficial legislation for everyone who works.

While national unions were the basis of the new organization, there were some unions which did not affiliate—the railroad brotherhoods (Locomotive Engineers, Railway Conductors, Trainmen and Firemen). In the 90's labor was to meet what was an early ordeal by fire in the bitter Homestead and Pullman strikes.

Workers at the Carnegie Steel Company's Homestead plant in the summer of 1892 were being given a wage-cut which they refused to accept. The workers, members of the Amalgamated Association of Iron, Steel & Tin Workers, were confronted with the tough policies of Henry C. Frick, anti-labor general manager for Andrew Carnegie who was out of the country. Frick had two barges bearing 300 armed Pinkerton detectives towed up the Monongahela River. The workers resisted the landing and literally a pitched battle ensued in which the Pinkertons were beaten back. The battle raged from 4 a.m. to 5 p.m. and the workers, failing to sink the barges, dumped oil into the river and set it afire. That did it. The detectives surrendered, but this was only the first round. A week later, 8,000 militiamen were mobilized to take control of Homestead by martial law and the plant was reopened

with scabs and the reinstatement of only 400 workers out of some 4,000.

Frick wanted to crush the union and in this effort he was to be aided successfully by the conservative press. The same open shop statements we hear now were being made in 1892. The *Cleveland Leader* said, "If civilization and government are worth anything the right of every man to work for whom he pleases must and will be maintained." And the *North American Review* said "The first duty of the legislative power is to emancipate the individual workman from the tyranny of his class. The individual workman should not be permitted to commit moral suicide by surrendering his liberty to the control of his fellow workmen." These statements might well be used in advertisements today in the present steelworkers' case.

The Pullman strike which marked the emergence of Eugene V. Debs as a national leader was another bloody episode in which imported strikebreakers were used. Scabs were instructed to attach mail cars to Pullmans which were being cut out by strikers so that the strikers could be charged with interfering with the mails. The tactics were successful and President Grover Cleveland sent in Federal troops over the protests of



PROGRESSIVE, SPOKESMAN—Theodore Roosevelt dominated the progressive era and was President when many social reforms were taking shape.

liberal Governor John P. Altgeld of Illinois. But the strike efforts were effective and the conservative press, as usual, sent up a great howl again blaming the trouble on "selfish, cruel and insolent leaders" and the *Washington Post* screamed that "Chicago is at the mercy of the Incendiary's Torch" but a saner reporter said "there was no sign of mob or riot or strike even, about the main part of the city."

The worst blow was yet to come. Judge Peter J. Grosscup, of the Federal bench, issued a blanket injunction preventing workers from interfering with the operation of the mails or inducing workers to refuse to perform services. The court was

sustained on appeal by circuit judges under the provisions of the Sherman Anti-Trust Act which had been passed to prevent business from conspiring for restraint of trade. This was government by injunction and inaugurated an era which was to plague organized labor for generations.

Debs was jailed and later became a labor martyr and the era was marked with court injunctions and Pinkerton strikebreakers all of which added up to difficult times for organized labor. Application of the Sherman Act to labor was a cruel blow and was another powerful weapon in the arsenal of reaction which would be used over and over again.

What has been called the "progressive era" was a colorful period and constituted years which were replete with change and conflict and considerable progress for organized labor. A Cabinet officer called the 1898-1904 period a "honeymoon period of labor and capital," but there was plenty of trouble in this era.

The age of Theodore Roosevelt saw the exposures by the muckrakers and an emergence of social responsibility and growing concern over the welfare of the workers. Gompers and Mark Hanna, political leader, were foremost in promoting the National Civic Federation composed of outstanding public figures whose aim was to promote industrial peace. While some pacts were consummated, the effort to effect agreement in the steel industry failed. Organized labor was definitely becoming a power. By 1904 union membership had reached 2,000,000, a sharp increase over the 865,000 of four years before.

As labor grew the opposition grew in intensity and the large corporations employed another device, the infamous "yellow-dog" contract whereby a worker was obliged to take an oath that he would not join a labor union. Employers formed the Citizens' Industrial Association. The National Association of Manufacturers was a leader in the anti-



TROUBLE AT HOMESTEAD—The clash at Homestead, Pa., was an early and bloody episode in American labor. During the last quarter of the nineteenth century many flare-ups characterized labor's effort to get fair consideration in wages, hours and conditions. Steel, then as now, was a stronghold of big business.

union drive—it sponsored an open shop campaign and called “the greatest danger” (presumably to business), “the recognition of the union.”

The fury of the anti-union drive flamed into violence at Ludlow, Colo., when the Colorado Fuel & Iron Company resisted organization by the United Mine Workers. Strikers’ tent colonies were attacked by militia and family living tents were set afire. In what has been named the “Ludlow Massacre” 11 children and two women were found burned or suffocated. But the Rockefeller-controlled interests refused to negotiate. The company refused to surrender despite outraged public opinion.

Labor was encountering stormy weather in the courts. Congress in 1898 had passed the Erdman Act which forbade discrimination against workmen because of labor union membership. In 1908 the U. S. Supreme Court in *Adair v. the United States* upset this act saying it was unconstitutional as an invasion of both personal liberty and property rights and a similar protective state statute was likewise upset in Kansas.

The American Federation of Labor found the boycott an effective weapon for labor and the results led to the formation of the American Anti-Boycott Association to fight labor. The United Hatters declared a nationwide boycott against D. E. Loewe & Company of Danbury, Conn. The company sought relief under the Sherman Act and claimed triple damages from the hatters’ union for conspiring to restrain trade. Damages were assessed against the individual members who went on strike and a recovery was won of \$252,000 including damages and costs.

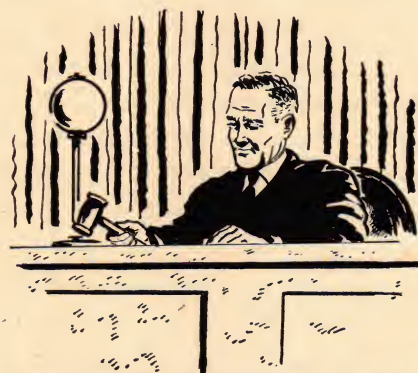
The AFL supported the metal polishers of the Buck Stove & Range Company and put the company on the “We Do Not Patronize List.” AFL leaders were enjoined from so listing the company or calling attention to the Buck strike. The Federation ignored the sweeping order and



LABOR SPOKESMAN—President Samuel Gompers was an eloquent and effective pleader before congressional committees and public bodies on behalf of organized labor. His standing commanded both respect and attention.

was found in contempt of court and Gompers was sentenced to a year’s imprisonment. The original injunction was withdrawn and Gompers never served the sentence. The Supreme Court finally dismissed the case.

President Gompers submitted to the President and to Congress a “Bill of Grievances” of organized labor. This represented the demands of labor and included a request for exemption from the Sherman Act and relief from injunctions. Little came from the bill, however. The AFL supported Bryan in the presidential race against William Howard Taft, known as the “injunction judge” and attacked him in the 1912 election but did not officially support any candidate in that year.



INJUNCTION JUDGE—The “injunction judge” symbolized oppression of labor by the courts. The injunction issue is just as lively today as it was when the courts first issued writs against labor.

During this period progress was being made in liberalizing and humanitarian legislation in the states, but this advance was no substitute for collective bargaining. Progressive legislation placed restrictions on child labor, afforded protection for women and included workmen’s compensation laws. But the courts were still adamant in protecting the rights of the state in this new legislation and was solicitous in protecting property rights of the management.

“Liberty of contract” was the great refuge of anti-labor lawyers and in this doctrine they were supported by the United States Supreme Court. It was not until 1937 that the high court swung over to a liberal enough position to recognize the “liberty of contract” doctrine as the fiction that it is and to conclude that it does not preserve the individual’s freedom in determining his hours or wages.

After Woodrow Wilson and the “New Freedom” came to power, the Clayton Act was passed which specifically declared that “the labor of a human being is not a commodity or article of commerce” and said that the anti-trust laws could not be used against labor unions in their lawful pursuits, “unless to prevent irreparable injury to property or to a prop-

erty right." Although hailed by Gompers as a labor Magna Carta, the law had loopholes and the injunctive weapon was still potent in the hands of unfriendly judges.

Progress was being made nationally in legislation, however. The LaFollette Seaman's Act was passed in 1915 and the Adamson eight-hour law for rail workers and a step towards stopping the flood of immigration through a literacy test also helped.

During the pre-war period a movement, largely in the West, was attracting attention and while it is now a bygone chapter, its influence served to focus attention on the fate of many of the unskilled workers. This movement was led by the Industrial Workers of the World,

on labor for the conditions it created with post-war repercussions than it was for the labor-management situations which arose out of the war itself.

After the war the country went through a genuine "Red scare" and many efforts were made to charge labor with conduct inimical to the public good. Legitimate strikes for a decent consideration in wages and hours were charged as Communist-fomented. The Communist influence was greatly exaggerated and a general anti-strike philosophy seemed to develop.

A general strike sparked by the I. W. W. was called in Seattle, Wash., which tied the city up for several days and resulted in antagonizing the public against the workers.

sweeping writs ever issued in a labor dispute.

Strikebreaking seemed to be the order of the day—without courts if possible, but with the power of the injunction if necessary. The economic setback after the war, plus the concerted efforts of the employers caused organized labor to suffer membership declines. Some million and a half members were lost between 1920 and 1923 from the 5,000,000 peak which had been attained. At the peak of prosperity in the year of the big crash organized labor had less than 3,500,000, less than it had been in any year since 1917.

Industry was determined when conditions began to improve to prevent labor from making any substantial recovery. The open shop technique was employed effectively and open shop associations were formed to give direction and force to the drive. Yellow-dog contracts, labor spies, and black lists were used freely and the injunction evil became so acute that the American Federation of Labor in 1928 submitted a list of 389 writs which had been granted by state and Federal courts.

Labor was not cheered when in *Adkins v. Children's Hospital*, the Supreme Court upset a minimum wage law as a violation of the constitution on the grounds of liberty of contract. This amounted, labor believed, to a reassertion of the feudal doctrine that labor is a commodity. The court said "there can be no difference between the case of selling labor and the case of selling goods."

Working people were disheartened and began to look for political power and supported Senator Robert LaFollette and his running mate, Senator Burton K. Wheeler, who ran on the Progressive ticket. The ticket polled five million votes, but the laws by Senator LaFollette was tabbed a failure by labor to show any political potency. Gompers died this same year, 1924, and was succeeded by William Green, present incumbent, who declared that he

(Continued on page 32)



"OVER THE TOP"—In World War I organized labor cooperated fully with the Government on the home front and laboring men in the armed forces made excellent records on the fighting front.

known as the "Wobblies." They were active in the lumber camps, mines and among migratory workers of the West. They were a militant, aggressive lot and while their numbers probably did not exceed 60,000 at the most, they left their stamp. They drew attention to thousands of workers who were outside the skilled crafts who had been the chief objects of attention by the AFL.

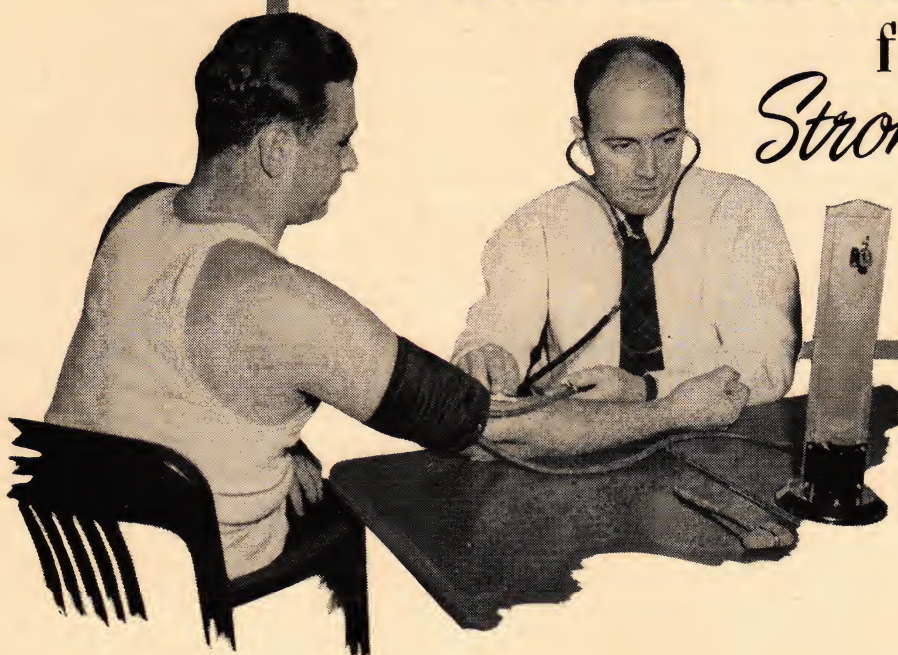
When World War I came, organized labor did its part. It cooperated with the Government in all aspects and War Secretary Newton D. Baker was quoted as saying that labor had proved "more willing to keep in step than capital." The war was more significant in the long range effect

The Boston police went on strike against highhanded tactics which they regarded as arbitrary and unfair and Calvin Coolidge, Massachusetts governor, espoused his doctrine of no strike against the public safety and became a national figure. Other labor difficulties led to strikes and efforts were made to assail the citadel of steel, but once again the steel barons proved too tough and the efforts failed. When a Federal judge in Indianapolis issued an injunction against the Miners, he spotlighted once again the injunction as an anti-labor weapon and another injunction was to be issued against striking railway shopmen in one of the most

A NATIONAL HEALTH PROGRAM

for a
Stronger America

By William Green, President
American Federation of Labor



LET me tell you about a coal miner's wife and her baby. In a tiny mining town in the Virginia mountains, in the dead of winter, her baby took sick. There wasn't money in the house, and the mother hesitated about calling a doctor. After two or three days the seven-months-old baby took a turn for the worse. The mother called the doctor. When the doctor got on the phone, he asked whether the parents could pay for his visit. The answer was, "No, not right now. But the baby is very sick." The doctor said he wouldn't come.

The little boy looked bad. He could hardly breathe. The mother bundled up her seven-months-old son and walked out into the bitter cold with him in her arms. She walked down the icy road until a motorist gave her a lift to the hospital. The baby was treated at the hospital, but it was too late. He died of pneumonia.

The County Medical Society absolved the doctor of all blame, adding that it was "unfortunate" that the doctor had asked about money.

Let me tell you also about a truck

driver in New York. He had a steady job and had been earning average truck driver's wages. Yet last December he was one of New York's "Neediest Cases."

How did this man become a "case" when he had an income adequate to support the normal needs of his family? What terrible blunder did he commit? Why must the New York *Times* plead with the public to donate money for this truck driver's family and other families like his that are forced to beg for help?

People like the truck driver didn't squander their money on gambling or drink it away. They didn't suddenly become shiftless or lazy.

What did happen, in many of these "cases," was *they got sick*.

Sickness often means big hospital bills, doctors' fees and time off from work. Without working, families can't earn enough to buy proper medical care, and without proper medical care, their earning power is cut back even further. This vicious circle continues until the New York *Times* has another "Neediest Case."

Take the truck driver, called Mr.

M by the *Times* since no one who accepts charity likes to have his or her real name publicized. This worker, now only an initial, was doing well a short time ago. He was earning enough to support his wife and two children. Then a third child, Tommy, came along. Tommy was born prematurely. Both mother and child needed long care and attention in a hospital.

After only ten days of hospital expenses, Mr. M's savings were gone. Doctors prescribed more treatment, continued hospital care and complete rest. But there was no money left. Mr. M's wife and new son had to leave the hospital, but she was too ill to take care of her home and children. Her attempts to do the job she felt she must do only caused further strain and led to more sickness. The once average family was beginning to fall apart. Soon it became a "case" in the New York *Times*. The man who drives a truck is now just an initial. He is one of New York's "Neediest Cases."

This tragedy is not unique. It is not hidden. It has been well-publicized. Even greater tragedy, though, is that this "case" *could have been prevented* and wasn't.

You don't have to go to a newspaper for cases like the truck driver or the miner's wife and her baby. These "cases" are often people just like you or your next-door neighbors. We become "cases" because we have not yet made medical care

a right to which we are all entitled. Instead, needed medical care is all too often a charity for which many of us must beg or else do without.

When serious illness hits your home, perhaps you don't have to ask for "charity." You may somehow manage to eat less, move into a cheaper home or go into debt.

Sickness is the loan shark's friend. Over 30 per cent of all small loans are made to those who suddenly find themselves faced with hospital and doctor bills caused by a medical emergency. However you struggle with the problem, expensive medical costs are an economic blow all workers dread.

Medical science in America has advanced tremendously, but *four out of five* Americans cannot afford to take full advantage of those advances.

Drugs Denied Many

We have new drugs that are almost miraculous. These drugs are expensive and must be administered by physicians who know how and when to use them. But doctors are scarce in many parts of our country. Many of the new drugs are so expensive that the average family cannot afford them.

Statistics bring out the fact that medical science advances are not available to all of us. For instance, the national average is one doctor for every 741 persons. Yet in areas like Mississippi one doctor must take care of 1,449 persons.

For the United States as a whole, 32 infants die out of each 1,000 in their first year. But in Arizona, the infant death rate is 56 out of every 1,000 and in New Mexico the rate is 70 per 1,000. In some communities five times as many infants die as in those communities which have adequate medical care. We must correct these conditions.

Dr. John W. Cline, president of the American Medical Association, asserts:

"The health of the American people has never been better."

But how much consolation are his

words to the mother whose baby son need not have died if only the cost barrier to medicine were removed? Her child died of pneumonia. If doctors and modern drugs had been available in time, her child would have lived.

Little Solace to Some

What consolation are Dr. Cline's words to the families who make up this cold statistic: 500,000,000 man-days are lost each year because of sickness? These lost man-days hurt individual families. They slow down our defense production. They therefore aid communism.

There is a way to avoid the crippling costs of sickness. There is a way out. We know the answer to our health problems and it has been tested by experience. The answer is through national health insurance.

Since 1939 the American Federation of Labor has been leading the fight for a comprehensive health program which would provide insurance protection against unexpected medical bills. Insurance protection, just like insurance on your house or car. Protection for working Americans and their families, with the cost spread thinly among us so no one is overwhelmed.

National health insurance would promote preventive medicine. This just means we could afford to see a doctor at the first signs of sickness, instead of waiting until we're flat on our back.

In addition to national health insurance, organized labor is fighting for a program which would give our nation more doctors, nurses and technicians, more hospitals and better public health services.

We know the two most important answers to our health problems are to increase health facilities and to guarantee their use by our people through national health insurance. But whenever we try to move forward, reactionary forces raise their voices and pool millions of dollars to block progress. The same drag on progress was experienced with our efforts to get social security not

so many years ago. And before that we had to fight to get our public school system, which we now take so much for granted.

Organized labor was in the forefront of the battle to set up a social security system, just as we are now leading the way toward national health insurance and a comprehensive medical care program. We won the battle for social security despite cries of "it's socialism!" by its opponents.

Working men and women over 100 years ago fought vigorously to establish public schools. Abraham Lincoln once said, "Free labor insists on universal education." And today we say, "Free labor insists on a comprehensive national health program."

Lincoln realized that to have a strong America all of us had to work together for an educated America. But for many years before our public school system was finally inaugurated, the opposition sounded much like the voices denouncing national health insurance now and social security a few years back. There are no new arguments against progress—just the same old ones dressed up in modern language.

Familiar Tune

Listen to the old language in an argument against the public school system taken from the *Philadelphia National Gazette*, 1830:

"One of the chief excitements to industry among the working class is the hope of earning the means of educating their children respectably and liberally; that incentive would be removed, and the scheme of state and equal education be thus a premium for comparative idleness, to be taken out of the pockets of the laborious and conscientious."

Now listen to the same argument, this one on national health insurance instead of public schools, made to Senators by a representative of the Chicago Medical Society:

"The proposed bill * * * makes it possible for the government to take directly * * * earnings * * * of

conscientious, moral workmen * * * and give them to the lazy, shiftless, immoral individuals for sickness which they may have largely brought on themselves by riotous, immoral living."

That argument was made in 1946 and has been steadily repeated in every conceivable variation since then. The medical lobby and other backward-looking groups are shouting nothing new when they try to make us believe that our nation's health is not a matter of national concern.

An individual's health is a private matter between patient and doctor. But it is also the legitimate concern of *all of us*, since we must have a healthy America in order to have a strong, productive America.

The medical lobby's shouts against national health insurance are no more logical than the cries of similar die-hards who were trying to make our grandfathers believe that education was only the concern of students and teachers—if the student had enough money to buy a teacher.

Health is the concern of all of us. Working together, we can insure ourselves against the danger of unexpected bills mounting up when our children get sick, or when we have to lay off work because of some disease we never thought would hit us.

A Step Forward

A few years ago AMA leaders were fighting any form of health insurance. But we have helped educate them and now they praise "voluntary" health insurance programs. This is a step forward. At least now the medical lobby is giving lip service to the value of health insurance. From now on we must help educate them to the fact that voluntary health insurance programs are inadequate to do the whole job.

A Senate subcommittee report shows that while half our people have some form of health protection, only about 21 per cent of the people's hospital bills are covered by voluntary health insurance. And,

even more important, this type of insurance pays only 12 per cent of the money spent for doctor bills.

Just 2 per cent of the people of this country have *comprehensive* health insurance such as they would enjoy under national health insurance.

Our nation can't afford to have only partial protection against sickness. The cost in human misery and lost manpower is too great. For such programs to be effective, the insurance must cover nearly everyone. Just as public education had to be available for all of our people before we could develop a better educated country, so medical skills must be



available to all if we are to have a healthy nation. Incomplete health coverage is not enough, and we need not be satisfied with anything less than the best in America.

Adequate medical, surgical and hospital insurance for our members and their families has long been a part of the A. F. of L. program. It is an accepted subject for collective bargaining, and some of the best "health and welfare" plans in effect in industry today have been negotiated by the A. F. of L. affiliates. Wherever we can, we shall write into our contracts some form of health insurance. But in most such contracts the benefits are confined to the worker. Protection for the health of their wives and children must be paid for out of the workers' own pockets. And when the worker

loses his job, he loses all such protection just when it is most needed.

And also out of the workers' own pockets come "routine sickness" costs, plus costs for medical treatment of "pre-existing conditions," that is, sickness you might have had before your policy started that would require expensive medication. While we work for better health insurance clauses in our collective bargaining agreements, our larger goal is to take the price tag off health for *everyone*, not just ease the medical burdens of our own members.

Most of the attacks you hear on national health insurance or a broad health program for our country more than likely have been instigated by the American Medical Association lobby, which has levied compulsory dues of \$25 on each member to pay for such attacks.

Supports Committee

In order to get accurate facts in countering these attacks, organized labor is supporting the work of the Committee for the Nation's Health.

We should remember, however, that even with such allies as the Committee for the Nation's Health to furnish us information, we must be our own spokesmen in our own communities. At every step we must answer, and answer with facts, the propaganda spread by those trying to stop progress. The AMA lobby, lined up with the reactionary political coalition, is pouring millions of dollars into its campaign to misinform us. Instead of spending all its energies on finding ways to make America healthier, the AMA leadership is wasting these funds on political scheming to elect reactionaries to office.

Our present Congress cannot be relied upon to give us the kind of comprehensive health program so essential to our welfare. But this is an election year. This is the time to make our voices heard.

We must fight for what we want by voting for liberal candidates who recognize labor's needs and the true welfare of America. And we must

fight with truth the malicious distortions which will be widely circulated in the coming pre-election months.

We need more doctors and nurses, more hospitals and more medical research. And we must have a national health insurance program so that all these medical facilities can be made available to all of us. This program will be attacked viciously. But we can win if we know the truth. Here are a few facts you can use in the campaign for a nationwide health program:

(1) Under national health insurance you choose your own doctor. You simply pay the doctor of your choice for his services from the insurance fund. You are not "assigned" to a doctor.

(2) Your doctor can choose his patients. There is no medical regimentation. He would still be in private practice, not working for the government. But he would no longer have to overcharge some patients to do charity work for others.

(3) Your state, not the federal

government, would handle the administrative details. You, your neighbors, local doctors and hospital heads would keep arrangements for medical care within the community.

(4) The health insurance bill guarantees the privacy of medical records. Your medical problems are just between you and your doctor. Any violation of that privacy is punishable under law.

(5) The idea is not "foreign." It was proposed in 1798 for our merchant seamen by Alexander Hamilton here in America.

(6) National health insurance will save you large amounts of money. As a worker you would pay only 1½ per cent on your wages up to \$4,800. Your employer would match this amount. You are just chipping in along with management to a fund to pay your doctor and hospital bills.

Dollar a Week

The average worker's insurance premium would cost him about a

dollar a week. Figure it out for yourself. Would it be worth a dollar a week to have all your own doctor and hospital bills, plus the medical expenses of your entire family, covered by insurance?

And under national health insurance our unions can negotiate through collective bargaining to have management pay part or all of your premium. Unions could maintain their own plans of providing medical services which would be paid for out of the insurance fund.

Facts and logic are on the side of national health insurance. Sooner or later the time-worn, threadbare arguments against it will give way to the irresistible force of the American people's good common sense. Sooner or later the program for which labor pleads will be enacted. Let us make it sooner rather than later.

Men and women of organized labor must continue to lead in the fight for a national health program. For this is a fight for a healthier, a better, a stronger America.

Name Two Teamsters to Group Advising on Farm Labor Policy

ORGANIZED labor, for the first time in history, is being given an official voice in helping to determine policies which will affect the nation's farm workers.

Secretary of Labor Maurice J. Tobin has before him a series of recommendations made by an 18-member Labor Advisory Committee on Farm Labor. The committee is composed of leading officials of the American Federation of Labor and the Congress of Industrial Organizations. Two Teamsters are on this committee—Frank Tobin, director of research and statistics, and Sidney L. Brennan, international vice president.

The new committee met on March 31 at the Department of Labor and discussed the many problems incident to farm labor particularly as affected by the entrance of Mexican

nationals brought in under a treaty with Mexico and the influx of illegals, known as "wetbacks." The committee was named by Secretary Tobin to advise the Department and the Bureau of Employment Security on the handling of farm labor problems.

Protection of American labor standards and of American workers was a paramount consideration on the part of the advisory group which met with Labor Department officials. The committee recommended as essential for this protection that the Department hold public hearings to determine the need for the importation of foreign farm workers. Hearings would be held in each major farm area or crop to determine the availability of the domestic labor supply.

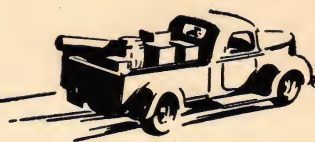
The committee also asked for

hearings to determine prevailing wages for various farming areas. Low wage standards have been a point of friction between the Department of Labor and farm union groups.

The advisory committee also asked that labor be officially represented in future negotiations with Mexico in any future international treaty arrangements. Labor representation was also asked in farm placement advisory committees which would work in the field on farm labor problems.

In addition to Mr. Brennan and Mr. Tobin the following AFL members served on the advisory group: Patrick E. Gorman, secretary-treasurer and Leon B. Schacter, representative of the Amalgamated Meat Cutters & Butcher Workmen; J. L. Rhodes, southern director of the AFL; C. J. Haggerty, president, California Federation of Labor; and H. L. Mitchell, president, and Hank Hasiwar, vice president, National Farm Labor Union.

SHORT HAULS



No. 116 Member Is "Driver of Year"

A 36-year-old Barnesville, Minn., Teamster has been named "driver of the year" by the American Trucking

Associations. He is Allen C. Sagerhorn, employed at the Fargo, N. Dak., terminal of Consolidated Freightways.



Bro. Sagerhorn

The winner is a member of Local No. 116, Fargo, N. Dak. He was selected by a committee on the basis of his long safety record and for two outstanding examples of aid on the highway. He saved a St. Cloud, Minn., man who was knocked unconscious when his car crashed into a concrete bridge. Sagerhorn also aided three North Dakota motorists whose cars had overturned and pinned them underneath.

Mr. and Mrs. Sagerhorn are members of St. John's Lutheran Church at Barnesville. They have four children, aged 7, 6, 3, and 10 months. The winning driver and his wife will receive as part of the award a trip to Washington, D. C. and New York.

Teamsters Top CIO in Key Election

A smashing 813-265 victory by Teamster cannery workers in a Sacramento representation election recently over raiding attempts by the CIO may have far-reaching effects, believe officials of the National Cannery Council.

The CIO sent in James Flynn, personal representative of CIO President Philip Murray, in an attempt to wrest control of the workers in the large Campbell's Soup plant at

Sacramento who are represented by Local No. 857 of the Teamsters.

After an intensive campaign the Teamsters won and retained representation rights first established in 1947. When the smoke of the election battle cleared away here was the tally: 1,151 eligible voters; 813 voted for the Teamsters' cannery workers local; 265 for the CIO; seven votes were challenged; eight voided and six voted for no union.

The top heavy victory for the International Brotherhood of Teamsters came after special efforts were made by the National Cannery Conference officials and workers who came in to help Local No. 857 defeat the raiding efforts of the CIO. Had the CIO won, the dual union would have had a toehold in the rich California valleys—Sacramento, Santa Clara, and San Joaquin. It is certain, say officials, that the CIO would

have tried to invade not only cannery workers locals, but related activities including warehouse and general truckers unions in California. Local No. 857 and National Cannery Conference officials have sent out warnings to other local unions with elections coming up: beware of raids by the dual union!

Plan Safety Conference June 2-4 in Washington

The President's Conference on Industrial Safety will be held in Washington, D. C., June 2, 3, and 4, according to a recent announcement from the Department of Labor. Meetings will be held in the Departmental Auditorium in Washington.

President Harry S. Truman and outstanding leaders from labor and management will address delegates to the conference.

Belgian Official Visits Teamster Local



Auguste Cool, president of the Confederation des Syndicats Chrétiens, Brussels, Belgium, was a recent visitor to Local 618, St. Louis. He is shown here with staff members of the local. LEFT TO RIGHT—Ed Struckman, Joe Wallace, Art Peiffer, and Carl Gibbs, all assistant representatives; Mrs. Catherine Sullivan, director of education, research and statistics for No. 618; Mr. Cool (with glasses); and Miss Eve Felddgen from the United States Department of State who was interpreter for Mr. Cool. The visitor studied the local's general program of administration and organization and said he liked particularly the new member education and stewardship programs. He said he was also impressed with the training program for assistant representatives. The distinguished visitor told union officials he hopes to recommend innovations based on findings in America, particularly in the Teamsters' local.

Relax WITH US

Speedy Papa

Old Timer: "My father was quite a politician in his day."

Visitor: "What did he run for?"

Old Timer: "The state line."

★

Old Cow Hand

The train came to a sudden stop jerking the passengers around.

"What happened, conductor?" cried one nervous old lady.

"Nothing much," said the conductor. "We hit a cow."

"Oh," said the relieved old lady. "Was it on the tracks?"

"No," replied the disgusted conductor. "We chased her into the barn."

★

A Possibility!

Many a man thinks he has a clear conscience, when he has only a poor memory.

★

Word Game

A small-town sheriff went to the city, visited a police station and picked up some big-town cop lingo.

He was on the witness stand a few weeks later when the defense attorney cross-examined him thus:

"So you testified 'I arrested the defendant and took away all the paraphernalia.' That's a pretty big word for folks around here, Sheriff."

"Shucks," the sheriff rejoined, "I thought everybody knew what paraphernalia meant. Why, that means anything at all that's used in making bets on races!"

★

Too Often True

First City Driver: "You don't look so good, old man. What's the trouble?"

Second Ditto: "I got domestic trouble."

First City Driver: "But, Harry, you always said your wife was a pearl."

Second Ditto: "Yeah, that she is. It's the mother-of-pearl that makes the trouble."

★

Girl\$, Girl\$, Girl\$!

"Do you like girls?"

"They're too biased."

"Biased?"

"Yes; bias this and bias that."

Be Careful

Irate salesgirl to disagreeable customer: "Go easy, madam. The days when I used to insult customers are still fresh in my mind."

★

Catching Up With Trouble

Chasing a woman is fun. The trouble begins when you catch her.

★

He Knew How!

Tavernkeeper: "Quick! There's been a robbery! Get a policeman!"

Teamster: "I'll park my truck here and there'll be one along in a moment."

★

A Weigh With Him!

Paddy was hauled before the magistrate for beating up his neighborhood grocer. "Well," asked the magistrate, "can you explain your attack on this man?"

"Oi certainly can, Yer Honor," answered Paddy. "Oi was jest tryin' to show him the error o' his weighs."

★

Very Breakable

A woman was mailing the old family Bible to her brother in a distant city. The postal clerk examined the heavy package carefully and inquired if it contained anything breakable.

"Nothing but the Ten Commandments," was the quick reply.

★

Fending Off Trouble

Lady Driver: "Can you fix this rear fender so my husband will never know I dented it?"

Mechanic: "No, but I can fix it so you can ask him in a few days how he did it."

★

This'll Kill Ya!

Lou Souter: "Know what the ceiling said to the four walls?"

Frank Carlisle: "Nope."

Lou: "Hold me up, boys, I'm plastered!"

★

A Swell Joke

Doctor: "Your leg is swollen, but I wouldn't worry about it."

Patient: "If your leg was swollen I wouldn't worry about it either."

Labor Story

(Continued from page 26)

stood on the Gompers platform and for the Gompers principles.

Before the depression struck in 1929 the country saw a curious era of welfare efforts, many of them phony. Efforts were made to have the workers "share" with management in the fruits of production. But with the economic setback labor found the fruits gone and no recourse left in which to protect itself.

The consequences of the depression which began with the October, 1929, stock market crash are too recent to need detailed recounting. But unemployment mounted, Hoovervilles, shack towns grew, and the membership of organized labor declined sharply.

"Prosperity" Ahead

President Hoover and his conservative cohorts saw "prosperity just around the corner" and that business was "fundamentally sound." In the meantime people were starving, banks were closing their doors and farms were going under the auction hammer. The national income had fallen from \$83 billion to little over \$40 billion. With all the unemployment, the Republicans in control of the Government refused to pass any legislation giving any substantial measure of direct relief.

A surprising phenomenon of this era is the fact that labor did not rise up in revolt. Labor saw the passage of the Norris-LaGuardia Act outlawing the yellow-dog contract, but even this was of little help if a man did not have a job to be protected. As the depression deepened labor seemed to be passive, unresponsive as it had been in decades past to the needs for aggressive action. The time for dramatic action was, unlike that elusive prosperity, just around the corner with the coming of Franklin D. Roosevelt and the New Deal, destined to add a new and important chapter in labor history.



Don't be a bumper chaser

Common sense indicates, the law demands, a safe distance between moving vehicles. "Bumper-chasing" causes many property-destroying and death-dealing accidents. Keep a *healthy* distance back of the man in front; leave room for the driver who wants to pass you!

Keep a **SAFE**
distance

TEAMSTERS...
on to BOSTON!



**UNION
INDUSTRIES
SHOW**

**MECHANICS HALL
BOSTON
MAY 17-24**